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Volume 6: Environmental Statement

Document: 6.2.3.13
Part 3 Kent
Chapter 13
Kent Onshore Scheme Inter-Project Cumulative Effects

Planning Inspectorate Reference: EN020026

Version: A
March 2025

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 Regulation 5(2)(a)

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13.1 Introduction

13.1.1 This chapter of the Environmental Statement (ES) presents how the inter-project cumulative effects assessment has considered the potential significant cumulative effects that may arise from the Kent Onshore Scheme with 'other developments'. A description of inter-project cumulative effects and the methodology is presented in **Application Document 6.3.1.5.A Appendix 1.5.A Cumulative Effects Assessment Methodologies**. The methodology used for the assessment in this chapter follows relevant guidance within the Planning Inspectorate's 'Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment', published in September 2024 (Planning Inspectorate, 2024).

13.1.2 The Order Limits, which illustrate the boundary of the Proposed Project, are illustrated on **Application Document 2.2.1 Overall Location Plan** and the Kent Onshore Scheme Boundary is illustrated on **Application Document 2.2.3 Kent Location Plan**.

13.1.3 This chapter should be read in conjunction with:

- **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**;
- **Application Document 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology**; and
- **Application Document 6.2.1.6 Part 1 Introduction Chapter 6 Scoping Opinion and Consultation**.

13.1.4 This chapter is supported by the following figures:

- **Application Document 6.4.3.13 Kent Onshore Scheme Inter-Project Cumulative Effects**;
- **Application Document 6.4.3.1.9 Cumulative Schemes (Major Projects) Screened Zone of Theoretical Visibility**;
- **Application Document 6.4.3.1.10 Landscape Context and Designations and Landscape Character – District with scoped in cumulative schemes**; and
- **Application Document 6.4.3.1.11 Representative Viewpoint Locations and Screened Zone of Theoretical Visibility with scoped in cumulative schemes**.

13.1.5 This chapter is supported by the following appendices:

- **Application Document 6.3.3.13.A Appendix 3.13.A Descriptions of Other Developments**;
- **Application Document 6.3.1.5.A Appendix 1.5.A Cumulative Effects Assessment Methodologies**;

- **Application Document 6.3.1.5.B Appendix 1.5.B Inter-Project Cumulative Effects Initial Long List**; and
- **Application Document 6.3.1.5.C Appendix 1.5.C Inter-Project Cumulative Effects Short List**.

13.2 Cumulative Effects Assessment

Stage 1

13.2.1 The approach to this assessment, including reference to the guidance and data sources used to compile the relevant lists, is explained in **Application Document 6.3.1.5.A Appendix 1.5.A Cumulative Effects Assessment Methodologies**.

Review of the Zone of Influence (ZOI)

13.2.2 The first step in identifying the long list of other developments was to establish the Zone of Influence (ZOI) for the Kent Onshore Scheme. **Application Document 6.3.1.5.A Appendix 1.5.A Cumulative Effects Assessment Methodologies** describes how the ZOI has been defined based upon the largest study area of the Kent Onshore technical chapters (1-11) and doubling that area in order to identify a long list of 'other developments'. These study areas take into account environmental influences such as landscape and visual amenity originating at distance from the Kent Onshore Scheme and the mobile nature of some protected species rather than the maximum area over which the Kent Onshore Scheme could result in potential effects.

13.2.3 An overall cumulative assessment ZOI of 20 km has been used. This is based upon the largest topic study area, i.e. that for ecology and biodiversity, this being identified as extending 10 km from the proposed order limits. Doubling this distance, to account for the (assumed) study areas of other developments results in a ZOI of 20 km being established for the Kent Onshore Scheme.

13.2.4 This ZOI was rereviewed to take account of any changes in the proposed study areas since Statutory Consultation stage. The study areas applied in **Application Documents 6.2.3.1** to **6.2.3.11** are summarised in Table 13.1. The rationale for the extents of these individual study areas are explained in the relevant technical chapters (**Application Documents 6.2.3.1** to **6.2.3.11**). These study areas were presented during Scoping and discussed with stakeholders as relevant. The long list of other developments presented in **Application Document 6.3.1.5.B Appendix 1.5.B Inter-Project Cumulative Effects Initial Long List** is also displayed in **Application Document 6.4.3.13.1 Kent Onshore Scheme Long List Developments** and includes additional developments not previously identified at the Statutory Consultation stage.

Table 13.1 Study Areas for environmental topics

Environmental Topic	Study areas
Landscape and Visual	3 km from the Order Limits, including the Minster Converter Station, Minster Substation, HVAC overhead line (OHL) cable and from the proposed landfall (denoted as the high-water mark). This includes 1 km from the HVDC cable route. This excludes the construction access routes as this would result in a disproportionately large study area to assess potential landscape and visual effects.
Ecology and Nature Conservation	10 km from the Order Limits for internationally important wildlife sites, 5 km for nationally important wildlife sites, 2 km for locally important wildlife sites. Impacts on internationally important wildlife sites also consider functionally-linked land. For Kent Natural England guidance

Environmental Topic	Study areas
	indicates this is relevant for golden plover (*Pluvialis apricaria*) who can be affected by electricity infrastructure up to 5 km from the Special Protection Areas (SPA) for which they are interest features.
Cultural Heritage	500 m from Order Limits for baseline, and 2 km from main above ground infrastructure for impacts on setting.
Water Environment	500 m from Order Limits
Geology and Hydrogeology	Geology: 250 m from the Order Limits Hydrogeology: 500 m from the Order Limits
Agriculture and Soils	2 km
Traffic and Transport	3.8 to 8 km
Air Quality	Construction dust – 250 m from the Order Limits. Trackout – 50 m of the routes used by construction vehicles on the public highway, 250 m from the bellmouths. Construction vehicle emissions – 200 m of the affected road network. Non-Road Mobile Machinery (NRMM) emissions – 200 m of the proposed construction compounds. Back-up Generator Emissions – 200 m from the Minster Converter Station and Substation boundary.
Noise and Vibration	300 m from works locations for construction noise, 100 m from works locations for construction vibration, shared construction traffic routes, and 1 km from sources of operational noise.
Socio-economics, recreation and tourism	For the assessment socio-economics, recreation and tourism effects, the study area is defined at varying geographic levels according to the likely spatial extent of the effect under consideration (as set out in **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-economics, Recreation, and Tourism**). As a result, the following study areas have been adopted: • 60-minute travel area from the Kent Onshore Scheme Boundary for economic impacts*; • 1 km from the Kent Onshore Scheme Boundary for Local communities affected by severance; and • 500 m from Kent Onshore Scheme Boundary for residential properties, business premises, visitor attractions, community facilities, open space, development land and PRoW and recreational routes. *For cumulative economic impacts, professional judgement has been used to determine which cumulative schemes are assessed, as only comparable major infrastructure projects are anticipated to lead to potential significant cumulative socio-economic effects.
Health and Wellbeing	For the assessment of health effects, the study area is defined based on the geographic extent of other topics for each environmental

Environmental Topic	Study areas
	aspect of relevance to health and wellbeing, including, landscape and visual, traffic and transport, air quality, noise and vibration, and socio-economics, recreation and tourism. These study areas are set out above and are considered sufficient to identify health receptors which could be impacted by the Kent Onshore Scheme cumulatively with other developments.

Stage 2

13.2.5 Table 13.2 below presents the short list of other developments considered during Stage 1 and 2 of each technical inter-project cumulative effects assessment. This list has been kept under review throughout the preparation of the ES and has been updated as required. Given the need to finalise the ES, only those developments identified up to the end of November 2024 have been considered. The planning reference for each development on the short list can be found within **Application Document 6.4.3.13.2 Kent Onshore Scheme Short List Developments.** The planning reference for each development on the short list can be found within **Application Document 6.4.2.13.2 Kent Onshore Scheme Short List Developments**. These developments have been identified in line with the guidance presented in **Application Document 6.3.1.5.A Appendix 1.5.A Cumulative Effects Assessment Methodologies**.

13.2.6 **Application Document 6.4.3.13.2 Kent Onshore Scheme Short List Developments**, displays the boundaries of the developments on the short list as well as the distance from the Kent Onshore Scheme Boundary.

Table 13.2 Major Developments Short List to be considered in the Inter-Project Cumulative Effects Assessment (CEA)

ID	Other Development	Development Description	Tier[1]	Distance from the Kent Onshore Scheme (km)
10	Manston Airport	The planned reopening of Manston Airport by River Oak Strategic Partners (RSP) as a new international air freight airport with the capacity for 10,000 air freight flights annually. The development consent order (DCO) includes: • 19 widebody parking stands; • 4 narrow body passenger stands 65,000 m^2 of cargo terminal;	1	0

[1] The developments have been categorised into tiers which descend from Tier 1 (most certain) to Tier 3 (least certain) and reflect a diminishing degree of certainty which can be assigned to each development.

ID	Other Development	Development Description	Tier[1]	Distance from the Kent Onshore Scheme (km)
		• 100 ha of non-aircraft pavement (247 acres); • 57 ha of aircraft pavement; • 105,000 m^2 of landside development; • 8 business aviation hangers; and • 3 recycling hangars and aprons.		
30	Stonelees Golf Course Expansion	An expansion of the Stonelees Golf Course including the following: • 10 detached holiday homes; • 10 semidetached, 2 storey holiday homes; • Site Office; and • Associated parking facilities and landscaping.	1	0.03
44	Residential Development, Hoo Farm	A proposed housing development consisting of 23 new homes by the developers, Hume Planning. It will be situated at Hoo Farm. The development will also involve the demolition of existing building as well as associated parking and landscaping.	1	1.41
79	Richborough Energy Park	The expansion of Richborough Energy Park over a 4.45 ha area by Sheaf Energy (owned by Pacific Green). This includes a 249 MW capacity battery storage facility across 201 shipping container units. Along with this the planning application includes associated electrical plant equipment and landscaping.	1	0.46
108	Solar Farm southwest of Solton Manor Farm	The erection of a solar farm with battery storage and associated infrastructure for a period of 40 years	1	22.63
329	Land On The West Side Of Tothill Street	Up to 214no. dwellings, cemetery expansion, and associated access, with all other matters reserved" for the approval of appearance, landscaping,	1	1.26

ID	Other Development	Development Description	Tier[1]	Distance from the Kent Onshore Scheme (km)
		layout and scale of development within phase 2 (81No dwellings).		
342	Land Southwest Of Canterbury Business Park	Expansion of Canterbury Business Park comprising detailed proposal for 11,900 sqm winery with associated parking and landscaping; and outline proposal with all matters reserved except access for up to 8,000 sqm of warehousing.	1	13.52
356	Richborough Energy Park, battery storage scheme	Construction of a 99.99 MW battery storage scheme and associated development (Retrospective).	1	0.55
362	Land East And West Of Hengrove Farm	Erection of a renewable energy generating solar farm (41.55 ha) together with substations, parts workshop, security measures, associated infrastructure together with landscaping.	1	4.09
365	Land To The East Side Of Preston Road	Up to 500 new homes, associated open space, landscaping, infrastructure work (including a new spine road) and a 6 form entry secondary school.	1	2.67
366	Land To The East Of New Haine Road	Up to 9,253sqm of commercial floorspace (use class E(g) and B8), and a Health Campus comprising the erection of a primary medical care facility (Use Class E(e)), an extra care/assisted living building accommodating 70no. self-contained flats (Use Class C2), a 80no. bed care home (Use Class C2), and a children's nursery (Use Class E(f)); together with associated amenity and open space provision, infrastructure works and parking provision.	1	2.6
372	Goshall Valley East Street, Ash	Construction of a solar farm with associated access and infrastructure.	1	1.24
386	Land At Bodkin Farm	A mixed use development including two vehicular access points from Thanet Way, a secondary school (including sixth form) with indoor and outdoor sports provision, up to 300 dwellings, a care home, a Local Centre comprising up to 500 m2 of retail space (Class E) and associated works including landscaping,	1	16.72

ID	Other Development	Development Description	Tier[1]	Distance from the Kent Onshore Scheme (km)
		drainage, engineering operations, pumping station, open space and play areas together with demolition of existing buildings.		
398	Land On The North East Side Of Nash Road	Up to 1,461 residential units (use Class C2 and C3); two form entry primary school (use class F1); mixed use centre (use classes E, F1 and F2); and associated infrastructure including provision of a new strategic link road along Nash Road including demolition of buildings, alterations to existing junctions from Nash Road and Manston Court Road; green infrastructure including public open space and associated facilities, landscaping, formal and informal play areas, utilities (including drainage), and associated ancillary works and structures including access.	1	3.96
406	Land At Brooklands Farm Whitstable	A mixed-use development for up to 1400 dwellings, older person accommodation, two form entry primary school, local centre and community facilities, Business space, associated infrastructure including access from south street and the new West/East on A299 slip roads to the south of Chestfield, open space and landscaping.	1	18
413	Land West Of Aylesham Road	Development comprising residential units and flexible non-residential floorspace and associated infrastructure and other works incidental to the proposed development.	1	11.5
414	Land Adjacent To Southern Water Waste Water Treatment Site	Installation of a grid stability facility consisting of synchronous compensators and associated electrical infrastructure, underground cabling, access tracks, drainage, and ancillary infrastructure.	1	0
415	Weatherlees Hill Wastewater Treatment Works	Solar photovoltaic array.	1	0.03

ID	Other Development	Development Description	Tier[1]	Distance from the Kent Onshore Scheme (km)
441	Land North And East Of Canterbury Road	Mixed-use urban extension comprising: up to 1,600 residential units (use class C3); residential care home (use class C2); two form entry primary school (use class F1); land for the expansion of the existing Birchington medical centre; mixed use centre (use class E, F1 and F2); and associated infrastructure including provision of a new strategic link road between Minnis Road and Manston Road, alterations to existing junctions and new access arrangements from Minnis Road, Park Lane, Canterbury Road and Manston Road/Acol Hill, a new recreational and leisure shared-use link between Minnis Road and Park Lane, green infrastructure including public open space and associated facilities, landscaping, formal and informal play areas, utilities (including drainage) and associated ancillary works and structures.	1	3.73
443	Land South Of Westgate And Garlinge Description	Up to 2000 residential units (including up to 100 Extra Care units), care home (Use Class C2), two form entry primary school (Use Class F.1(a)), health facility (Use Class E(e)) and mixed use centre (Use Classes E(a-g), Sui Generis (drinking establishments and hot food takeaways)/C2/C3/F.1(a-g) and F.2 (a-d), with vehicular access onto Dent de Lion Road, Garlinge High Street, Minster Road, Shottendane Road, Briary Close, Victoria Avenue, Belmont Road, and Brooke Avenue, along with new Primary Route Corridors between Shottendane Road and Minster Road and Shottendane Road and Dent De Lion Road, with all matters reserved, except access with; Full application for the erection of 120 residential units (within Class C3) forming Phase 1 including parking, access, landscaping, equipped play area, and other associated works.	1	4.94

ID	Other Development	Development Description	Tier[1]	Distance from the Kent Onshore Scheme (km)
447	Land On South Side Of Manston Court Road And West Side Of Haine Road Description	Mixed development of up to 900 dwellings together with a mix of use classes A1 (retail) A2 (Financial and professional services) A3 (restaurants and cafe) A4 (drinking establishments) A5 (hot food takeways) B1 (business) C1 (Hotel) D1 (non-residential institution) D2 (assembly and leisure) and a two form entry primary school, together with ancillary and associated development including new and enhanced pedestrian / cycle routes and open spaces, car parking and vehicular access with all matters reserved except for access.	1	2.33
449	Land On The North West And South East Sides Of Shottendane Road	Up to 450 residential dwellings (including market and affordable housing), structural planting and landscaping, formal and informal public open space and children's play area, sustainable urban drainage, with vehicular access points, including associated ancillary works and operations, from Hartsdown Road, Shottendane Road and Manston Road including access.	1	4.42
454	Ramsgate Port	This site is covered under Site L as a safeguarded wharf in the Pre-Submission Draft of the Kent Minerals and Waste Local Plan 2024- 39.	3	2.55
511	Spitfire Green - Land At New Haine Road, Ramsgate, Kent	Up to 322no. residential dwellings with associated open space, infrastructure and earthworks; and full planning for 178no. residential dwellings (Phase 1) with associated open space, equipped play area, landscaping, parking, infrastructure and earthworks.	1	1.90
512	Richborough Energy Park	Installation of an electrical battery storage facility including the installation of UKPN connection area and equipment, ground raising, landscaping and associated works.	1	0.5
518	Connaught Barracks	Up to 300 dwellings, associated internal access, parking, road/footway/cycleway provision, open space, landscaping,	1	17

ID	Other Development	Development Description	Tier[1]	Distance from the Kent Onshore Scheme (km)
		surface water drainage, ancillary works (engineering works concerning movement of aggregate), and the detailed matter of highway junction works.		

13.2.7 The tables below provide a summary of Stage 1 and 2 of the Kent Onshore Scheme inter-project CEA. These tables provide details for the ‘other developments’ listed above and identifies which of the topic-specific ZOIs the ‘other development’ falls within and evaluates if the ‘other development’ should be taken forward to Stage 3 and 4 of the assessment for each topic.

Table 13.3 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Manston Airport (ID10)

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	**Progress in Stage 2**	**Scale and nature of development likely to have a significant cumulative effect?** **Relevant Shared receptors and/or pathways?**	**Progress to Stage 3/4**
			Assumed overlap in temporal scope? Yes	
Landscape and Visual	Yes	Yes	Potential for cumulative landscape and visual effects which could be significant from both representative viewpoints and landscape character areas.	**Yes**
Ecology and Biodiversity	Yes	Yes	Potential for cumulative effects on golden plover associated with Thanet Coast & Sandwich Bay SPA, which according to Natural England guidance can be affected by electricity infrastructure development up to 5 km from the SPAs for which they are designated and can be affected by airport development further afield. Possible scope for cumulative effects on bats who can also commute long distances, and other local wildlife.	**Yes**
Cultural heritage	Yes	No	[*Stage 1 conclusion: The Manston Airport scheme will not result in any physical impacts on assets that fall within the Kent Onshore Scheme. Likewise, the nature of the scheme, and the distance from the Kent Onshore Scheme, means no significant effects would be expected on the setting of assets assessed as part of the Proposed Project*]	No
Water Environment	No	No	[*Stage 1 conclusion: A small area of the land at Manston Airport drains to the Minster Marshes, which is a shared receptor with the Kent Onshore Scheme. However, given the scale and nature of the*	No

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			development no likely significant cumulative effects are anticipated.]	
Geology and Hydrogeology	Yes	Yes	The nature of the Manston Airport development is such that significant effects on geology and hydrogeology are not anticipated and significant contamination sources has not been identified within the Kent Onshore Scheme. In addition, legislation and planning requires that for new development, risks to human health and controlled waters from potential contamination are appropriately mitigated. Therefore, cumulative adverse effects in relation to geology and hydrogeology are unlikely. Furthermore, each development will be bound by its own Code of Construction Practice (CoCP), and in turn a Construction Environmental Management Plan (CEMP) where applicable, and it is assumed each development will apply best practice construction methods so as to minimise impacts from contamination on ground conditions and groundwater.	No
Agriculture and Soils	Yes	Yes	The land at Manston Airport has been classified as Non-Agricultural and due to previous land-use likely comprises made-ground, therefore it is unlikely that there would be potential for any significant cumulative effects assuming all soils are handled and re-used in accordance with a Soil management Plan.	No
Traffic and Transport	Yes	Yes	Potential for cumulative traffic and transport effects across several road link and road junction receptors during the construction phase of the Proposed Project,	**Yes**

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			as a result of construction and operational traffic associated with Manston Airport. The cumulative assessment includes 100% construction traffic and 50% operational traffic of this development, on the assumption that this development would be partially built out (and therefore operational) during the construction phase of the Proposed Project. This is designed to provide a robust approach by including traffic associated with both phases.	
Air Quality	Yes	Yes	Vehicles associated with the Manston airport development may share the same routes as vehicles associated with the construction of the Proposed Project. This could result in cumulative air quality effects. Additionally, there is the potential for cumulative effects as a result of construction dust, as Manston Airport is within the construction dust study area of the Proposed Project. However, as the air quality effects of the Proposed Project are predicted to be negligible, it is not considered likely a significant cumulative effect could result.	No
Noise and Vibration	Yes	Yes	Potential for cumulative construction traffic noise effects across several road link and road junction receptors during the construction phase as a result of construction traffic associated with Manston Airport.	**Yes**
Socio-Economics, Recreation and Tourism	Yes	Yes	Potential for cumulative socio-economic, tourism and recreation effects on local communities affected by severance, residential receptors, business premises, visitor attractions, community facilities, open space,	**Yes**

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			development land and PRoW and recreational routes. Additionally, there is potential for cumulative socio-economic, recreation and tourism effects from construction workforce availability and accommodation capacity.	
Health and Wellbeing	Yes	Yes	Potential cumulative health and wellbeing effects as a result of landscape and visual amenity, traffic and transport, and noise and vibration. These cumulative effects may have impact on mental health due to community severance and reduced visual amenity, as well as physical health such as physical activity for vulnerable groups such as children, the elderly, and those with pre-existing conditions.	**Yes**

Table 13.4 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Stonelees Golf Course Expansion (ID30)

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			Assumed overlap in temporal scope? Yes	
Landscape and Visual	Yes	Yes	The development whilst different in scale and nature is in close proximity to the Kent Onshore Scheme with shared LCAs and visual	**Yes**

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			receptors. Whilst significant cumulative effects are unlikely it should be taken forward for full assessment to properly establish the potential cumulative effect.	
Ecology and Biodiversity	Yes	Yes	Potential for cumulative effects on golden plover associated with Thanet Coast & Sandwich Bay SPA, which according to Natural England guidance can be affected by electricity infrastructure development up to 5 km from the SPAs for which they are designated and can also be affected by other types of habitat loss within this zone (e.g. through loss of functionally linked habitat). Possible scope for cumulative effects on bats who can also commute long distances, and other local wildlife such as water voles.	**Yes**
Cultural heritage	Yes	No	[*Stage 1 conclusion: The Stonelees Golf Course scheme will not result in any physical impacts on assets that fall within the Kent Onshore Scheme. Likewise, the nature of the scheme, means no significant effects on the setting of designated assets assessed as part of the Proposed Project are predicted.]*	No
Water Environment	Yes	Yes	The development is located in close proximity to the Stonelees Main Stream, a common receptor. However, the development is different in nature and much smaller in scale and significant cumulative effects are considered unlikely.	No
Geology and Hydrogeology	Yes	Yes	The nature of the development is such that significant effects on geology and hydrogeology are not anticipated. In addition, significant contamination sources have not been identified within the Kent Onshore Scheme and legislation and planning requires that for new development, risks to human health and controlled waters from potential contamination are appropriately mitigated and therefore cumulative adverse effects in relation to geology and hydrogeology	No

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			are unlikely. Furthermore, each development will be bound by its own Code of Construction Practice or Construction Environmental Management Plan (CEMP), where applicable, and it is assumed each development will apply best practice construction methods so as to minimise impacts from contamination on ground conditions and groundwater.	
Agriculture and Soils	Yes	Yes	The development does not comprise agricultural land and so no potential for cumulative effect.	No
Traffic and Transport	Yes	Yes	Due to the small-scale nature of the development (less than 50 dwellings), any potential increases in traffic levels as a result of the operational phase of this scheme has been treated through the application of TEMPro growth [as discussed with Kent County Council (KCC) Highways.	No
Air Quality	Yes	Yes	Due to the size of the development, it is unlikely to have a significant cumulative effect on air quality. Whilst the development is within the construction dust study area of the Proposed Project, the development will be bound by its own Code of Construction Practice/ CEMP, where applicable, and it is assumed the development will apply best practice construction methods so as to minimise air quality impacts. In addition, as the air quality effects of the Proposed Project are predicted to be negligible, it is not considered likely a significant cumulative effect could result.	No
Noise and Vibration	Yes	Yes	As a relatively small-scale development, noise and vibration effects are likely to be minor., Given this, there is potential for cumulative construction noise effects at a small number of receptors on Ebbsfleet Lane.	**Yes**

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
Socio-Economics, Recreation and Tourism	Yes	Yes	The Stonelees Golf Course Expansion development, comprising the development of holiday homes, has potential for cumulative socio-economic, tourism and recreation effects on local communities affected by severance, residential receptors, business premises, visitor attractions, community facilities, open space, development land and PRoW and recreational routes.	**Yes**
Health and Wellbeing	Yes	Yes	Potential for there to be cumulative impacts on health and wellbeing linked to landscape and visual amenity, traffic and transport, and noise and vibration. These cumulative effects may have an impact on mental health due to community severance, reduced visual amenity, and noise disturbance, as well as physical health such as physical activity for vulnerable groups such as children, the elderly, and those with pre-existing conditions.	**Yes**

Table 13.5 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Residential Development, Hoo Farm (ID44)

Technical Discipline	Stage 1			Stage 2
	Within Technical Discipline Specific ZOI?	**Progress in Stage 2**	**Scale and nature of development likely to have a significant cumulative effect?** **Relevant Shared receptors and/or pathways?**	**Progress to Stage 3/4**
			Assumed overlap in temporal scope? Yes	
Landscape and Visual	Yes	Yes	Despite there being shared LCAs the cumulative effect of the Kent Onshore Scheme with this project is unlikely to result in a significant cumulative effect on landscape character or visual amenity due to its relatively small scale, the differing nature of the development and its relationship with the Kent Onshore Scheme.	No
Ecology and Biodiversity	Yes	Yes	There is no potential for cumulative effects given the small size of the Hoo Farm scheme	No
Cultural heritage	Yes	No	[*Stage 1 conclusion: The Hoo Farm residential scheme will not result in any physical impacts on assets that fall within the ZOI of the Kent Onshore Scheme. Likewise, the nature of the scheme, and the distance from the Kent Onshore Scheme, means no significant effects are predicted on the setting of heritage assets. assessed as part of the Kent Onshore Scheme*.]	No
Water Environment	No	No	[*Stage 1 conclusion: The development is in the catchment of the Minster Stream, a common receptor. However, the development is] much smaller in scale and significant cumulative effects are considered unlikely*.]	No

Technical Discipline	Stage 1			Stage 2
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
Geology and Hydrogeology	No	No	[*Stage 1 conclusion: The Hoo Farm residential development is located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative effects.]*	No
Agriculture and Soils	Yes	Yes	The development has the potential for the removal of land from agricultural use and the disturbance of soil resources, and therefore has the potential for a cumulative effect.	Yes
Traffic and Transport	Yes	Yes	Due to the small-scale nature of the development (less than 50 dwellings), any potential increases in traffic levels as a result of the operational phase of this scheme has been treated through the application of TEMPro growth [as discussed with KCC Highways].	No
Air Quality	No	No	[*Stage 1 conclusion: Due to the size and location of the development, there are unlikely to be any significant cumulative effects on air quality when considered with the Kent Onshore Scheme*.]	No
Noise and Vibration	No	No	[*Stage 1 conclusion: There are no shared noise sensitive receptors with the development and so no cumulative effects are likely*.]	No
Socio-Economics, Recreation and Tourism	No	No	[*Stage 1 conclusion: The Hoo Farm residential development is located outside of the ZOI for socio-economics, recreation and tourism, therefore there are unlikely to be significant cumulative effects.]*	No
Health and Wellbeing	Yes	Yes	There are unlikely to be any significant cumulative effects, due to the relatively small size and location of the development, and due to the fact there is unlikely to be cumulative effects on landscape and visual amenity, traffic and transportand noise and vibration.	No

Table 13.6 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Richborough Energy Park (ID79)

Technical Discipline	Stage 1			Stage 2
	Within Technical Discipline Specific ZOI?	**Progress in Stage 2**	**Scale and nature of development likely to have a significant cumulative effect?** **Relevant Shared receptors and/or pathways?**	**Progress to Stage 3/4**
			Assumed overlap in temporal scope? Yes	
Landscape and Visual	Yes	Yes	Similar nature of development with shared LCAs and visual receptors with potential for significant cumulative effects.	**Yes**
Ecology and Biodiversity	Yes	Yes	Potential for noise impacts on Sandwich Bay to Hacklinge Marshes SSSI if construction period overlaps with the Kent Onshore Scheme	**Yes**
Cultural heritage	Yes	No	[*Stage 1 conclusion: The Richborough Energy Park scheme will not result in any physical impacts on assets that fall within the Kent Onshore Scheme. There is, however, some potential for impacts on the setting of designated heritage assets being assessed as part of the Proposed Project, although these are likely to be limited due to distance, and topography*.]	**Yes**
Water Environment	Yes	Yes	The Richborough Energy Park development is in close proximity to the River Stour, a shared receptor, with the potential for shared impact pathways and so cumulative effects are possible.	**Yes**
Geology and Hydrogeology	Yes	Yes	The nature of the development is such that significant effects on geology and hydrogeology are not anticipated. In addition, significant contamination sources have not been identified within the Kent Onshore Scheme and legislation and planning requires that for new development, risks to human health and controlled waters from potential contamination are appropriately mitigated and therefore cumulative adverse effects in relation to geology and hydrogeology are unlikely. Furthermore, each development will be bound by its own CEMP, where applicable, and it is assumed each development will	No

Technical Discipline	Stage 1			Stage 2
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			apply best practice construction methods to minimise impacts from contamination on ground conditions and groundwater.	
Agriculture and Soils	Yes	Yes	The development has the potential for the removal of land from agricultural use and the disturbance of soil resources, and there is the potential for a cumulative effect.	**Yes**
Traffic and Transport	Yes	Yes	The development is expected to be complete and operational well in advance of the construction phase, with limited operational traffic expected. As such, there is not expected to be any potential for cumulative effects.	No
Air Quality	No	No	[*Stage 1 conclusion: The development is expected to be completed in advance of the peak construction phase of the Proposed Project, with limited operational traffic expected and it is therefore unlikely to have a significant cumulative effect.]*	No
Noise and Vibration	Yes	Yes	There is the potential for cumulative operational noise effects.	**Yes**
Socio-Economics, Recreation and Tourism	Yes	No	[*Stage 1 conclusion: Potential for cumulative socio-economic, tourism and recreation effects on local communities affected by severance, residential receptors, business premises, visitor attractions, community facilities, open space, development land and PRoW and recreational routes*.]	**Yes**
Health and Wellbeing	Yes	Yes	Potential for there to be a cumulative effect on health and wellbeing linked to landscape and visual amenity, noise and vibration, and socio-economic impacts. These cumulative effects may have impact on mental health due to community severance, reduced visual amenity, and noise disturbance, as well as physical health such as	Yes

Technical Discipline	Stage 1			Stage 2
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			physical activity for vulnerable groups such as children, the elderly, and those with pre-existing conditions.	

Table 13.7 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Solar Farm southwest of Solton Manor Farm (ID108)

Technical Discipline	Stage 1			Stage 2
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			Assumed overlap in temporal scope? Yes	
Landscape and Visual	No	Yes	There is no combined theoretical visibility and so no potential for cumulative effects.	No
Ecology and Biodiversity	No	No	[*Stage 1 conclusion: There is not likely to be a cumulative effect due to the distance between the schemes*]	No
Cultural heritage	No	No	[*Stage 1 conclusion: The solar farm development will not result in any physical impacts on assets that fall within the Kent Onshore Scheme. Likewise, the nature of the scheme, and the distance from the Kent Onshore Scheme, means no significant effects on the setting of assets assessed as part of the Kent Onshore Scheme are predicted*.]	No
Water Environment	No	No	[*Stage 1 conclusion: The solar farm development is located in a separate hydrological catchment with no shared receptors or impact pathways and there is no potential for cumulative effects.]*	No

Technical Discipline	Stage 1			Stage 2
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
Geology and Hydrogeology	No	No	[*Stage 1 conclusion: The solar farm is located outside of the ZOI for geology and hydrogeology for the Kent Onshore Scheme and so therefore there are unlikely to be significant cumulative effects*.]	No
Agriculture and Soils	No	No	The Solar Farm is located outside of the ZOI for Agriculture and Soils for the Kent Onshore Scheme and therefore there are unlikely to be significant cumulative effects	No
Traffic and Transport	No	Yes	The development is small-scale (<50 MW) and likely to be completed and operational well in advance of the construction phase of the Kent Onshore Scheme. Limited operational traffic is expected as a result of the ongoing maintenance of the solar farm. Limited traffic movements are also expected during the construction phase (maximum of 24 weeks).Given this, there is not expected to be potential for cumulative effects.	No
Air Quality	No	No	[*Stage 1 conclusion: The development is small-scale (<50 MW) and likely to be completed and operational well in advance of the construction phase of the Kent Onshore Scheme. On that basis, and given the distance of the development from the Kent Onshore Scheme, significant cumulative air quality effects are unlikely*.]	No
Noise and Vibration	No	No	[*Stage 1 conclusion: There are no shared noise sensitive receptors with the Kent Onshore Scheme and so cumulative effects are not likely*.]	No
Socio-Economics, Recreation and Tourism	No	No	[*Stage 1 conclusion: The solar farm is located outside of the ZOI for socio-economics, recreation and tourism, therefore there are unlikely to be significant cumulative effects*.]	No

Technical Discipline	Stage 1			Stage 2
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
Health and Wellbeing	No	No	The solar farm development is located outside of the ZOI for health and wellbeing, therefore there are unlikely to be significant cumulative effects.	No

Table 13.8 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Land On The West Side Of Tothill Street (ID329)

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			Assumed overlap in temporal scope? Yes	
Landscape and Visual	Yes	Yes	The development whilst different in scale and nature is near the Kent Onshore Scheme with shared LCAs and visual receptors. Whilst significant cumulative effects are unlikely it has been taken forward for further assessment to properly establish the potential for a cumulative effect.	Yes
Ecology and Biodiversity	Yes	Yes	The documentation for the discharge of conditions for Land on West Side of Tothill Street indicates the development will result in the loss of arable land supporting two skylark territories. Given the proximity to the Kent Onshore Scheme there is therefore potential for cumulative effects.	Yes
Cultural heritage	Yes	No	[*Stage 1 conclusion: This development will not result in any physical impacts on assets that fall within the Kent Onshore Scheme. Likewise,*	No

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	**Progress in Stage 2**	**Scale and nature of development likely to have a significant cumulative effect?** **Relevant Shared receptors and/or pathways?** **Assumed overlap in temporal scope?** Yes	**Progress to Stage 3/4**
			the separation from the Kent Onshore Scheme, as well as existing screening from designated assets taken forwards for impacts on their setting in relation to the Kent Onshore Scheme, means that no significant cumulative effects on the setting of assets are expected.]	
Water Environment	No	No	[*Stage 1 conclusion: This development is located outside of the water environment ZOI for the Kent Onshore Scheme and therefore there are unlikely to be significant cumulative effects*.]	No
Geology and Hydrogeology	No	No	[*Stage 1 conclusion: The development is located outside of the ZOI for geology and hydrogeology for the Kent Onshore Scheme and therefore there are unlikely to be significant cumulative effects*.]	No
Agriculture and Soils	Yes	Yes	The development has the potential for the removal of land from agricultural use and the disturbance of soil resources, and there is the potential for a cumulative effect.	Yes
Traffic and Transport	Yes	Yes	There is potential for cumulative traffic and transport effects across several shared road link and road junction receptors during the construction phase of the Proposed Project as a result of operational traffic associated with this development. The cumulative assessment includes 100% operational traffic of this development, on the assumption that this development would be fully built out (and therefore operational) during the construction phase of the Kent Onshore Scheme.	**Yes**
Air Quality	Yes	Yes	Vehicles associated with the development may share the same routes as vehicles associated with the construction of the Proposed Project, therefore there is the potential for cumulative effects as a result of vehicle emissions. However, as the air quality effects of the Proposed	No

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	**Progress in Stage 2**	**Scale and nature of development likely to have a significant cumulative effect?** **Relevant Shared receptors and/or pathways?**	**Progress to Stage 3/4**
			Assumed overlap in temporal scope? Yes	
			Project are predicted to be negligible, it is not considered likely a significant cumulative effect could result.	
Noise and Vibration	No	No	[*Stage 1 conclusion: There are no shared noise sensitive receptors with the development and so no cumulative effects are likely*.]	No
Socio-Economics, Recreation and Tourism	No	No	[*Stage 1 conclusion: The development falls outside the ZOI for socio-economics, recreation and tourism for the Kent Onshore Scheme and is therefore unlikely to lead to significant cumulative effects*.]	No
Health and Wellbeing	Yes	Yes	There is potential for there to be cumulative effects on health and wellbeing linked to landscape and visual amenity, and traffic and transport impacts. These cumulative effects may have impact on mental health due to community severance and reduced visual amenity, as well as physical health such as physical activity for vulnerable groups such as children, the elderly, and those with pre-existing conditions.	Yes

Table 13.9 Matrix Summarising Stage 1 and 2 of the Inter-Project CEA - Land Southwest Of Canterbury Business Park (ID342)

Technical Discipline	Stage 1			Stage 2
	Within Technical Discipline Specific ZOI?	**Progress in Stage 2**	**Scale and nature of development likely to have a significant cumulative effect?** **Relevant Shared receptors and/or pathways?**	**Progress to Stage 3/4**
			Assumed overlap in temporal scope? Yes	
Landscape and Visual	No	Yes	There is no combined theoretical visibility and no potential for cumulative effects.	No
Ecology and Biodiversity	No	No	[*Stage 1 conclusion: There is no potential for a cumulative effect due to distance from the Kent Onshore Scheme*.]	No
Cultural heritage	No	No	[*Stage 1 conclusion: This development will not result in any physical impacts on assets that fall within the Kent Onshore Scheme. Likewise, the separation from the Kent Onshore Scheme, as well as existing screening from designated assets taken forwards for impacts on their setting in relation to the Kent Onshore Scheme, means that no significant cumulative effects on the setting of assets are expected.*]	No
Water Environment	No	No	[*Stage 1 conclusion: This development is located outside of the water environment ZOI for the Kent Onshore Scheme and therefore there are unlikely to be significant cumulative effects*.]	No
Geology and Hydrogeology	No	No	[*Stage 1 conclusion: This development k is located outside of the ZOI for geology and hydrogeology for the Kent Onshore Scheme and therefore there are unlikely to be significant cumulative effects*.]	No
Agriculture and Soils	No	No	[*Stage 1 conclusion: The development is located outside of the agriculture and soils ZOI, therefore there are unlikely to be significant cumulative effects*.]	No

Technical Discipline	Stage 1			Stage 2
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
Traffic and Transport	No	Yes	The development is a significant distance from the Kent Onshore Scheme and will not use the road links or junctions within the study area and so no cumulative effects are likely.	No
Air Quality	No	No	[*Stage 1 conclusion: Given the distance of the development from the Kent Onshore Scheme, significant cumulative air quality effects are unlikely.]*	No
Noise and Vibration	No	No	[*Stage 1 conclusion: There are no shared noise sensitive receptors with the development and so cumulative effects are unlikely Stage 1 conclusion*.]	No
Socio-Economics, Recreation and Tourism	No	No	[*Stage 1 conclusion: The development falls outside the ZOI for socio-economics, recreation and tourism for the Kent Onshore Scheme and is therefore unlikely to lead to significant cumulative effects*.]	No
Health and Wellbeing	No	No	The development is located outside of the ZOI for health and wellbeing for the Kent Onshore Scheme, therefore there are unlikely to be significant cumulative effects.	No

Table 13.10 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Richborough Energy Park, battery storage scheme (ID356)

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	**Progress in Stage 2**	**Scale and nature of development likely to have a significant cumulative effect?** **Relevant Shared receptors and/or pathways?**	**Progress to Stage 3/4**
			Assumed overlap in temporal scope? Yes	
Landscape and Visual	Yes	Yes	Given the proximity of the development to the Kent Onshore Scheme and shared LCAs and visual receptors it is taken forward for further assessment to properly establish the potential for a cumulative effect.	**Yes**
Ecology and Biodiversity	No	No	[*Stage 1 conclusion: Despite proximity of this project to the Kent Onshore Scheme, it has already been constructed and therefore would form part of the ecological baseline against which the Kent Onshore Scheme is assessed. As such there is no potential for cumulative effects*.]	No
Cultural heritage	Yes	No	[*Stage 1 conclusion: This project has already been constructed, and as a result it forms part of the baseline when considering impacts on the setting of heritage assets. This development will not result in any physical impacts on assets that fall within the Kent Onshore Scheme*.]	No
Water Environment	Yes	Yes	The energy park is in the catchment of the River Stour, a common receptor. However, the development is already constructed and is reflected in the water environment baseline conditions against which the Kent Onshore Scheme has been assessed. Also due to the different nature and scale of the development, significant cumulative effects are considered unlikely.	No

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
Geology and Hydrogeology	Yes	Yes	The nature of the development is such that significant effects on geology and hydrogeology are not anticipated. In addition, significant contamination sources have not been identified within the Kent Onshore Scheme and legislation and planning requires that for new development, risks to human health and controlled waters from potential contamination are appropriately mitigated and therefore cumulative adverse effects in relation to geology and hydrogeology are unlikely. Furthermore, each development will be bound by its own CEMP, where applicable, and it is assumed each development will apply best practice construction methods so as to minimise impacts from contamination on ground conditions and groundwater.	No
Agriculture and Soils	Yes	Yes	Despite its proximity to the Kent Onshore Scheme, it has already been constructed and therefore forms part of the agriculture and soils baseline against which the scheme has been assessed. As such there is no potential for cumulative effects.	No
Traffic and Transport	Yes	Yes	Construction is complete, trip generation will be mainly for repair and maintenance and will only take place on an occasional basis. Cumulative effects are therefore scoped out.	No
Air Quality	No	No	[*Stage 1 conclusion: Construction is complete, trip generation will be mainly for repair and maintenance and will only take place on an occasional basis. On this basis, and given the distance of the development from the Proposed Project, significant cumulative air quality effects are unlikely*.]	No

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
Noise and Vibration	Yes	Yes	Potential for cumulative operational noise effects.	**Yes**
Socio-Economics, Recreation and Tourism	Yes	Yes	Potential for cumulative socio-economic, tourism and recreation effects on local communities affected by severance, residential receptors.	**Yes**
Health and Wellbeing	Yes	Yes	Potential for there to be cumulative impacts on health and wellbeing linked to landscape and visual amenity, noise and vibration and socio-economics. These cumulative effects may have impact on mental health due to reduced visual amenity, noise disturbance, and community severance, as well as physical health such as physical activity.	**Yes**

Table 13.11 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Land East And West Of Hengrove Farm (ID362)

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			Assumed overlap in temporal scope? Yes	
Landscape and Visual	No	Yes	There is no combined theoretical visibility and so no potential for cumulative effects.	No

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
Ecology and Biodiversity	Yes	Yes	There is the potential for cumulative effects on golden plover associated with Thanet Coast & Sandwich Bay SPA, which according to Natural England guidance can be affected by electricity infrastructure development up to 5 km from the SPAs for which they are designated. Possible scope for cumulative effects on bats who can also commute long distances, and other local wildlife.	**Yes**
Cultural heritage	No	No	[*Stage 1 conclusion: This development will not result in any physical impacts on assets that fall within the Kent Onshore Scheme. Likewise, the separation from the Kent Onshore Scheme, as well as existing screening from designated assets taken forwards for impacts on their setting in relation to the Kent Onshore Scheme, means that no significant cumulative effects on the setting of assets are expected*.]	No
Water Environment	No	No	[*Stage 1 conclusion: The development is located outside of the water environment ZOI, therefore there are unlikely to be significant cumulative effects.*]	No
Geology and Hydrogeology	No	No	[*Stage 1 conclusion: The development is located outside of the ZOI for geology and hydrogeology for the Kent Onshore Scheme and therefore there are unlikely to be significant cumulative effects*.]	No
Agriculture and Soils	Yes	Yes	The development is located outside of the ZOI for Agriculture and Soils for the Kent Onshore Scheme and therefore there are unlikely to be significant cumulative effects	No
Traffic and Transport	Yes	Yes	Due to the limited size and nature of the development, significant cumulative effects are unlikely. No transport documents were submitted with the planning application which suggests that few construction/ operational trips would be expected to be generated.	No

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
Air Quality	No	No	[*Stage 1 conclusion: Due to the location, limited size and nature of the development, significant cumulative air quality effects are unlikely*.]	No
Noise and Vibration	No	No	[*Stage 1 conclusion: There are no shared noise sensitive receptors with the development and so cumulative noise and vibration effects are not likely*.]	No
Socio-Economics, Recreation and Tourism	No	No	[*Stage 1 conclusion: The solar farm is located outside of the ZOI for socio-economics, recreation and tourism for the Kent Onshore Scheme and therefore there are unlikely to be significant cumulative effects*.]	No
Health and Wellbeing	No	No	The development is located outside of the ZOI for health and wellbeing for the Kent Onshore Scheme and therefore there are unlikely to be significant cumulative effects.	No

Table 13.12 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Land To The East Side Of Preston Road (ID365)

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			Assumed overlap in temporal scope? Yes	

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
Landscape and Visual	No	Yes	There is no combined theoretical visibility and no potential for cumulative effects with the Kent Onshore Scheme.	No
Ecology and Biodiversity	Yes	Yes	There is the potential for cumulative effects on golden plover associated with Thanet Coast & Sandwich Bay SPA, which according to Natural England guidance can be affected by electricity infrastructure development (the Kent Onshore Scheme) up to 5 km from the SPAs for which they are designated. This development also lies within 5km of the SPA. Possible scope for cumulative effects on bats who can also commute long distances, and other local wildlife.	**Yes**
Cultural heritage	No	No	[*Stage 1 conclusion: This development will not result in any physical impacts on assets that fall within the Kent Onshore Scheme. Likewise, the separation from the Kent Onshore Scheme, as well as existing screening from designated assets taken forwards for impacts on their setting in relation to the Kent Onshore Scheme, means that no significant cumulative effects on the setting of assets are expected*.]	No
Water Environment	No	No	[*Stage 1 conclusion: The development is located outside of the water environment ZOI for the Kent Onshore Scheme and therefore there are unlikely to be significant cumulative effects*.]	No
Geology and Hydrogeology	No	No	[*Stage 1 conclusion: The development is located outside of the ZOI for geology and hydrogeology for the Kent Onshore Scheme and therefore there are unlikely to be significant cumulative effects*.]	No

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
Agriculture and Soils	No	No	The development is located outside of the ZOI for Agriculture and Soils for the Kent Onshore Scheme and therefore there are unlikely to be significant cumulative effects	No
Traffic and Transport	Yes	Yes	There is potential for cumulative traffic and transport effects across several shared road link and road junction receptors during the construction phase of the Kent Onshore Scheme as a result of construction and operational traffic associated with this development. The cumulative assessment includes 100% construction traffic and 75% operational traffic of this development, on the assumption that this development would be largely built out (and therefore operational) during the construction phase of the Kent Onshore Scheme. This is designed to provide a robust approach by including traffic associated with both phases.	**Yes**
Air Quality	Yes	Yes	Vehicles associated with the development may share the same routes as vehicles associated with the construction of the Proposed Project. There is therefore the potential for cumulative effects as a result of vehicle emissions. However, as the air quality effects of the Proposed Project are predicted to be negligible, it is not considered likely a significant cumulative effect could result.	No
Noise and Vibration	No	No	[*Stage 1 conclusion: There are no shared noise sensitive receptors with the development and so cumulative noise and vibration effects are not likely*.]	No
Socio-Economics, Recreation and Tourism	No	No	[*The development falls outside the ZOI for socio-economics, recreation and tourism for the Kent Onshore Scheme and is therefore unlikely to lead to significant cumulative effects*.]	No

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
Health and Wellbeing	Yes	Yes	There is potential for cumulative effects on health and wellbeing linked to traffic and transport, resulting in severance or delays to journey times which impact population receptors. Similarly, physical health impact such as physical activity for vulnerable groups such as children, the elderly, and those with pre-existing conditions.	**Yes**

Table 13.13 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Land To The East Of New Haine Road (ID366)

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			Assumed overlap in temporal scope? Yes	
Landscape and Visual	No	Yes	No combined theoretical visibility and no potential for cumulative effects.	No
Ecology and Biodiversity	Yes	Yes	Potential for cumulative effects on golden plover associated with Thanet Coast & Sandwich Bay SPA, which according to Natural England guidance can be affected by electricity infrastructure (the Kent Onshore Scheme) up to 5 km from the SPAs for which they are designated. Land to the East of New Haine also lies within 5 km of the SPA. Possible scope for cumulative effects on bats who can also commute long distances, and other local wildlife.	**Yes**

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
Cultural heritage	No	No	[*Stage 1 conclusion: This development will not result in any physical impacts on assets that fall within the Kent Onshore Scheme. Likewise, the separation from the Kent Onshore Scheme, as well as existing screening from designated assets taken forwards for impacts on their setting in relation to the Kent Onshore Scheme, means that no significant cumulative effects on the setting of assets are expected.]*	No
Water Environment	No	No	[*Stage 1 conclusion: Land to the east side of New Haine Road is located outside of the water environment ZOI, therefore there are unlikely to be significant cumulative effects*.]	No
Geology and Hydrogeology	No	No	[*Stage 1 conclusion: Land to the East of New Haine Road is located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative effects*.]	No
Agriculture and Soils	No	No	The development is located outside of the ZOI for Agriculture and Soils for the Kent Onshore Scheme and therefore there are unlikely to be significant cumulative effects.	No
Traffic and Transport	Yes	Yes	There is potential for cumulative traffic and transport effects across several shared road link and road junction receptors during the construction phase of the Proposed Project as a result of operational traffic associated with Land to the East of New Haine Road. The cumulative assessment includes 100% operational traffic of this development, on the assumption that this development would be fully built out (and therefore operational) during the construction phase of the Proposed Project.	**Yes**
Air Quality	Yes	Yes	Vehicles associated with the development may share the same routes as vehicles associated with the construction of the Proposed Project. There is therefore the potential for cumulative effects as a result of vehicle emissions. However, as the air quality effects of the Proposed	No

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			Project are predicted to be negligible, it is not considered likely a significant cumulative effect could result.	
Noise and Vibration	No	No	[*Stage 1 conclusion: There are no shared noise sensitive receptors with the development*.]	No
Socio-Economics, Recreation and Tourism	No	No	[*Stage 1 conclusion: Development on Land To The East Of New Haine Road falls outside the ZOI for socio-economics, recreation and tourism and is therefore unlikely to lead to significant cumulative effects*.]	No
Health and Wellbeing	Yes	Yes	Potential for there to be cumulative impacts on health and wellbeing linked to traffic and transport, resulting in severance or delays to journey times which impact population receptors, and physical health impacts such as physical activity for vulnerable groups such as children, the elderly, and those with pre-existing conditions.	**Yes**

Table 13.14 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Goshall Valley East Street, Ash (ID372)

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	**Progress in Stage 2**	**Scale and nature of development likely to have a significant cumulative effect?** **Relevant Shared receptors and/or pathways?** **Assumed overlap in temporal scope?** Yes	**Progress to Stage 3/4**
Landscape and Visual	Yes	Yes	Potential for cumulative landscape and visual effects which could be significant from both representative viewpoints and landscape character areas.	**Yes**
Ecology and Biodiversity	Yes	Yes	Potential for cumulative effects on golden plover associated with Thanet Coast & Sandwich Bay SPA, which according to Natural England guidance can be affected by electricity infrastructure up to 5 km from the SPAs for which they are designated. Possible scope for cumulative effects on bats who can also commute long distances, and other local wildlife.	**Yes**
Cultural heritage	Yes	No	[*Stage 1 conclusion: This development will not result in any physical impacts on assets that fall within the Kent Onshore Scheme. Likewise, the separation from the Kent Onshore Scheme, as well as existing screening from designated assets taken forwards for impacts on their setting in relation to the Kent Onshore Scheme, means that no significant cumulative effects on the setting of assets are expected*.]	No
Water Environment	No	No	[*Stage 1 conclusion: Goshall Valley East Street, Ash is located outside of the water environment ZOI, therefore there are unlikely to be significant cumulative effects*.]	No
Geology and Hydrogeology	No	No	[*Stage 1 conclusion: Goshall Valley East Street, Ash is located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative effects*.]	No

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	**Progress in Stage 2**	**Scale and nature of development likely to have a significant cumulative effect?** **Relevant Shared receptors and/or pathways?**	**Progress to Stage 3/4**
			Assumed overlap in temporal scope? Yes	
Agriculture and Soils	Yes	Yes	The development has the potential for the removal of land from agricultural use and the disturbance of soil resources, and there is the potential for a cumulative impact.	Yes
Traffic and Transport	Yes	Yes	Due to the size and nature of the development significant cumulative effects are unlikely. Transport and Access was scoped out of the ES which suggests that few construction/ operational trips would be expected to be generated.	No
Air Quality	No	No	[*Given the distance of the development from the Proposed Project and the size and nature of the development, significant cumulative air quality effects are unlikely*.]	No
Noise and Vibration	No	No	[*Stage 1 conclusion: There are no shared noise sensitive receptors with the development*.]	No
Socio-Economics, Recreation and Tourism	No	No	[*Stage 1 conclusion: Goshall Valley East Street will see the erection of a renewable energy generation solar farm. The solar farm is located outside of the ZOI for socio-economics, recreation and tourism, therefore there are unlikely to be significant cumulative effects*.]	No
Health and Wellbeing	Yes	Yes	Potential for there to be cumulative impacts on health and wellbeing linked to landscape and visual, resulting in loss of amenity value and mental health impacts for population receptors.	Yes

Table 13.15 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Land At Bodkin Farm (ID386)

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	**Progress in Stage 2**	**Scale and nature of development likely to have a significant cumulative effect?** **Relevant Shared receptors and/or pathways?**	**Progress to Stage 3/4**
			Assumed overlap in temporal scope? Yes	
Landscape and Visual	No	Yes	No combined theoretical visibility and no potential for cumulative effects.	No
Ecology and Biodiversity	No	No	[*Stage 1 conclusion: No cumulative effect due to distance*]	No
Cultural heritage	No	No	[*Stage 1 conclusion: This development will not result in any physical impacts on assets that fall within the Kent Onshore Scheme. Likewise, the separation from the Kent Onshore Scheme, as well as existing screening from designated assets taken forwards for impacts on their setting in relation to the Kent Onshore Scheme, means that no significant cumulative effects on the setting of assets are expected*.]	No
Water Environment	No	No	[*Stage 1 conclusion: Land at Bodkin Farm is located outside of the water environment ZOI, therefore there are unlikely to be significant cumulative effects*.]	No
Geology and Hydrogeology	No	No	[*Stage 1 conclusion: Land at Bodkin Farm is located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative effects*.]	No
Agriculture and Soils	No	No	Land at Bodkin Farm is located outside of the agriculture and soils ZOI, therefore there are unlikely to be significant cumulative impacts.	No
Traffic and Transport	No	Yes	This project falls significantly outside the Order Limits, and no construction or operational traffic is expected to use the links and junctions that fall within the Proposed Project study area. Cumulative effects are therefore scoped out.	No

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
Air Quality	No	No	[*Stage 1 conclusion: Given the distance of the development from the Proposed Project, significant cumulative air quality effects are unlikely*.]	No
Noise and Vibration	No	No	[*Stage 1 conclusion: There are no shared noise sensitive receptors with the development*.]	No
Socio-Economics, Recreation and Tourism	No	No	[*Stage 1 conclusion: Development on Land At Bodkin Farm falls outside the ZOI for socio-economics, recreation and tourism and is therefore unlikely to lead to significant cumulative effects*.]	No
Health and Wellbeing	No	No	Development on Land At Bodkin Farm falls outside the ZOI for health and wellbeing and is therefore unlikely to lead to significant cumulative effects.	No

Table 13.16 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Land On The North East Side Of Nash Road (ID398)

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			Assumed overlap in temporal scope? Yes	
Landscape and Visual	No	Yes	No combined theoretical visibility and no potential for cumulative effects.	No

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
Ecology and Biodiversity	Yes	Yes	Potential for cumulative effects on golden plover associated with Thanet Coast & Sandwich Bay SPA, which according to Natural England guidance can be affected by electricity infrastructure (the Kent Onshore Scheme) up to 5 km from the SPAs for which they are designated. Land North East Side of Nash Road also consists of arable land within 5km of the SPA. Possible scope for cumulative effects on bats who can also commute long distances, and other local wildlife.	**Yes**
Cultural heritage	No	No	*[Stage 1 conclusion: This development will not result in any physical impacts on assets that fall within the Kent Onshore Scheme. Likewise, the separation from the Kent Onshore Scheme, as well as existing screening from designated assets taken forwards for impacts on their setting in relation to the Kent Onshore Scheme, means that no significant cumulative effects on the setting of assets are expected.]*	No
Water Environment	No	No	[*Stage 1 conclusion: Land on the North East Side of Nash Road is located outside of the water environment ZOI, therefore there are unlikely to be significant cumulative effects*.]	No
Geology and Hydrogeology	No	No	[*Stage 1 conclusion: Land on the North East Side of Nash Road is located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative effects*.]	No
Agriculture and Soils	No	No	The development is located outside of the ZOI for Agriculture and Soils for the Kent Onshore Scheme and therefore there are unlikely to be significant cumulative effects	No
Traffic and Transport	Yes	Yes	There is potential for cumulative traffic and transport effects across several shared road link and road junction receptors during the construction phase of the Proposed Project as a result of construction and operational traffic associated with Land on the north east side of	**Yes**

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			Nash Road. The cumulative assessment includes 100% construction traffic and 50% operational traffic of this development, on the assumption that this development would be partially built out (and therefore operational) during the construction phase of the Proposed Project. This is designed to provide a robust approach by including traffic associated with both phases.	
Air Quality	Yes	Yes	Vehicles associated with the development may share the same routes as vehicles associated with the construction of the Proposed Project. There is therefore the potential for cumulative effects as a result of vehicle emissions. However, as the air quality effects of the Proposed Project are predicted to be negligible, it is not considered likely a significant cumulative effect could result.	No
Noise and Vibration	No	No	*[Stage 1 conclusion: There are no shared noise sensitive receptors with the development.]*	No
Socio-Economics, Recreation and Tourism	No	No	*[Stage 1 conclusion: Development on Land On The North East Side Of Nash Road falls outside the ZOI for socio-economics, recreation and tourism and is therefore unlikely to lead to significant cumulative effects.]*	No
Health and Wellbeing	Yes	Yes	Potential for there to be cumulative impacts on health and wellbeing linked to traffic and transport, resulting in severance or delays to journey times which impact population receptors, and physical health impacts such as physical activity for vulnerable groups such as children, the elderly, and those with pre-existing conditions.	Yes

Table 13.17 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Land At Brooklands Farm Whitstable (ID406)

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	**Progress in Stage 2**	**Scale and nature of development likely to have a significant cumulative effect?** **Relevant Shared receptors and/or pathways?**	**Progress to Stage 3/4**
			Assumed overlap in temporal scope? Yes	
Landscape and Visual	No	Yes	No combined theoretical visibility and no potential for cumulative effects.	No
Ecology and Biodiversity	No	No	[*Stage 1 conclusion: No cumulative effect due to distance*]	No
Cultural heritage	No	No	[*Stage 1 conclusion: No cumulative effect due to distance*.]	No
Water Environment	No	No	[*Stage 1 conclusion: Land at Brooklands Farm, Whitstable is located outside of the water environment ZOI, therefore there are unlikely to be significant cumulative effects*.]	No
Geology and Hydrogeology	No	No	[*Stage 1 conclusion: Land at Brooklands Farm Whitstable is located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative effects*.]	No
Agriculture and Soils	No	No	Land at Brooklands Farm, Whitstable, is located outside of the agriculture and soils ZOI, therefore there are unlikely to be significant cumulative impacts.	No
Traffic and Transport	No	Yes	This project falls significantly outside the Order Limits, and no construction or operational traffic is expected to use the links and junctions that fall within the Proposed Project study area. Cumulative effects are therefore scoped out.	No

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
Air Quality	No	No	[*Stage 1 conclusion: Given the distance of the development from the Proposed Project, significant cumulative air quality effects are unlikely.*]	No
Noise and Vibration	No	No	[*Stage 1 conclusion: There are no shared noise sensitive receptors with the development.*]	No
Socio-Economics, Recreation and Tourism	No	No	[*Stage 1 conclusion: Development on Land At Brooklands Farm Whitstable falls outside the ZOI for socio-economics, recreation and tourism and is therefore unlikely to lead to significant cumulative effects.*]	No
Health and Wellbeing	No	No	Development on Land At Brooklands Farm is located outside of the ZOI for health and wellbeing, therefore there are unlikely to be significant cumulative impacts.	No

Table 13.18 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Land West Of Aylesham Road (ID413)

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			Assumed overlap in temporal scope? Yes	

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
Landscape and Visual	No	Yes	No combined theoretical visibility and no potential for cumulative effects.	No
Ecology and Biodiversity	No	No	[*Stage 1 conclusion: No cumulative effect due to distance*]	No
Cultural heritage	No	No	[*Stage 1 conclusion: No cumulative effect due to distance*.]	No
Water Environment	No	No	[*Stage 1 conclusion: Land west of Aylesham Road is located outside of the water environment ZOI, therefore there are unlikely to be significant cumulative effects*]	No
Geology and Hydrogeology	No	No	[Stage 1 conclusion: Land West of Aylesham Road is located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative effects.]	No
Agriculture and Soils	No	No	Land West of Aylesham Road is located outside of the agriculture and soils ZOI, therefore there are unlikely to be significant cumulative impacts.	No
Traffic and Transport	No	Yes	This project falls significantly outside the Order Limits, and no construction or operational traffic is expected to use the links and junctions that fall within the Proposed Project study area. Scoping Opinion only provided in September 2024. Cumulative effects are therefore scoped out.	No
Air Quality	No	No	[*Stage 1 conclusion: Given the distance of the development from the Proposed Project, significant cumulative air quality effects are unlikely*.]	No
Noise and Vibration	No	No	[*Stage 1 conclusion: There are no shared noise sensitive receptors with the development.]*	No

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
Socio-Economics, Recreation and Tourism	No	No	[*Stage 1 conclusion: Development on Land West of Aylesham Road falls outside the ZOI for socio-economics, recreation and tourism and is therefore unlikely to lead to significant cumulative effects*.]	No
Health and Wellbeing	No	No	Development on Land West of Aylesham Road falls outside of the ZOI for health and wellbeing, therefore there are unlikely to be significant cumulative impacts.	No

Table 13.19 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Land Adjacent To Southern Water Waste Water Treatment Site (ID414)

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			Assumed overlap in temporal scope? Yes	
Landscape and Visual	Yes	Yes	Due to the proximity of the development to the Kent Onshore Scheme and shared LCAs and visual receptors so should be taken forward for full assessment to properly establish the potential cumulative effect.	Yes
Ecology and Biodiversity	Yes	Yes	Potential for cumulative effects on Sandwich Bay to Hackling Marshes SSSI from noise. Natural England letter on the application confirms the land is not suitable to be functionally linked to Thanet Coast & Sandwich Bay SPA.	**Yes**

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
Cultural heritage	Yes	Yes	The location of the proposed works near the Southern Water Waste Water Treatment Works has the potential to result on physical impacts on assets assessed as part of the Proposed Development, as well as the potential to result in impacts on the setting of assets.	Yes
Water Environment	Yes	Yes	The Land Adjacent to Southern Water Waste Water Treatment site is in proximity to the Minster Stream, a common receptor. However, the development is different in scale and given tis nature, significant cumulative effects are considered unlikely.	No
Geology and Hydrogeology	Yes	Yes	The nature of the development is such that significant effects on geology and hydrogeology are not anticipated. In addition, significant contamination sources have not been identified within the Kent Onshore Scheme and legislation and planning requires that for new development, risks to human health and controlled waters from potential contamination are appropriately mitigated and therefore cumulative adverse effects in relation to geology and hydrogeology are unlikely. Furthermore, each development will be bound by its own CEMP, where applicable, and it is assumed each development will apply best practice construction methods so as to minimise impacts from contamination on ground conditions and groundwater.	No
Agriculture and Soils	Yes	Yes	Due to the size and nature of the proposed development it is unlikely to have a significant cumulative effect.	No
Traffic and Transport	Yes	Yes	Due to the size and nature of the development significant cumulative effects are unlikely. Negligible construction and operational trips are expected.	No
Air Quality	Yes	Yes	There is the potential for cumulative effects as a result of construction dust and NRMM emissions, as the development is within the construction dust and NRMM emissions study areas of the Proposed	No

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			Project. However, as the air quality effects of the Proposed Project are predicted to be negligible, it is not considered likely a significant cumulative effect could result.	
Noise and Vibration	Yes	Yes	Noise and vibration impacts likely to be minor. As such, there is potential for cumulative construction noise effects at a small number of receptors, including Great Oaks Small School.	Yes
Socio-Economics, Recreation and Tourism	Yes	Yes	Potential for cumulative socio-economic, tourism and recreation effects on local communities affected by severance, residential receptors, business premises, visitor attractions, community facilities, open space, development land and PRoW and recreational routes.	**Yes**
Health and Wellbeing	Yes	Yes	Potential for there to be cumulative impacts on health and wellbeing linked to landscape and visual, noise and vibration, and socio-economic impacts. These cumulative effects may have impact on mental health due to reduced visual amenity, noise disturbance, and community severance as well as physical health such as physical activity for vulnerable groups such as children, the elderly, and those with pre-existing conditions.	**Yes**

Table 13.20 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Weatherlees Hill Wastewater Treatment Works (ID415)

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	**Progress in Stage 2**	**Scale and nature of development likely to have a significant cumulative effect?** **Relevant Shared receptors and/or pathways?**	**Progress to Stage 3/4**
			Assumed overlap in temporal scope? Yes	
Landscape and Visual	Yes	Yes	Due to the proximity of the development to the Kent Onshore Scheme and shared LCAs and visual receptors so should be taken forward for full assessment to properly establish the potential cumulative effect.	Yes
Ecology and Biodiversity	Yes	Yes	Due to the proximity of the scheme to Weatherless Hill part of Sandwich Bay to Hacklinge Marshes SSSI there is potential for noise disturbance impacts cumulatively with the Kent Onshore Scheme. However, there is little information about the proposed development on which to base an assessment.	Yes
Cultural heritage	Yes	Yes	The location of the proposed works near the Weatherless Hill Scheme has the potential to result on physical impacts on assets assessed as part of the Proposed Development, as well as the potential to result in impacts on the setting of assets.	Yes
Water Environment	Yes	Yes	The Weatherlees Hill Wastewater Treatment Works is in proximity to the Minster Stream, a common receptor. However, the development is different in scale and nature and significant cumulative effects are considered unlikely.	No
Geology and Hydrogeology	Yes	Yes	The nature of the development is such that significant effects on geology and hydrogeology are not anticipated. In addition, significant contamination sources have not been identified within the Kent Onshore Scheme and legislation and planning requires that for new development, risks to human health and controlled waters from potential contamination are appropriately mitigated and therefore	No

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			cumulative adverse effects in relation to geology and hydrogeology are unlikely. Furthermore, each development will be bound by its own CEMP, where applicable, and it is assumed each development will apply best practice construction methods so as to minimise impacts from contamination on ground conditions and groundwater.	
Agriculture and Soils	Yes	Yes	Due to the size and nature of the proposed development it is unlikely to have a significant cumulative effect.	No
Traffic and Transport	Yes	Yes	Transport was scoped out from the Screening Opinion. Due to the size and nature of the development significant cumulative effects are unlikely.	No
Air Quality	Yes	Yes	Cumulative effects as a result of vehicle emissions are unlikely due to the size and nature of the development. However, there is the potential for cumulative effects as a result of construction dust, as the development is within the construction dust study area of the Proposed Project. However, as the air quality effects of the Proposed Project are predicted to be negligible, it is not considered likely a significant cumulative effect could result.	No
Noise and Vibration	Yes	Yes	Noise and vibration impacts likely to be minor. As such, there is potential for cumulative construction noise effects at a small number of receptors, including Great Oaks Small School.	Yes
Socio-Economics, Recreation and Tourism	Yes	Yes	Potential for cumulative socio-economic, tourism and recreation effects on local communities affected by severance, residential receptors, business premises, visitor attractions, community facilities, open space, development land and PRoW and recreational routes.	**Yes**
Health and Wellbeing	Yes	Yes	Potential for there to be cumulative impacts on health and wellbeing linked to landscape and visual, noise and vibration, and socio-	Yes

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			economic impacts. These cumulative effects may have impact on mental health due to reduced visual amenity, noise disturbance, and community severance as well as physical health such as physical activity for vulnerable groups such as children, the elderly, and those with pre-existing conditions.	

Table 13.21 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Land North And East Of Canterbury Road (ID441)

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			Assumed overlap in temporal scope? Yes	
Landscape and Visual	No	Yes	No combined theoretical visibility and no potential for cumulative effects.	No
Ecology and Biodiversity	Yes	Yes	Potential for cumulative effects on golden plover associated with Thanet Coast & Sandwich Bay SPA, which according to Natural England guidance can be affected by electricity infrastructure (the Kent Onshore Scheme) up to 5 km from the SPAs for which they are designated. Land North East Side of Nash Road also consists of arable land within 5km of the SPA. Possible scope for cumulative effects on bats who can also commute long distances, and other local wildlife.	**Yes**

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
Cultural heritage	No	No	[*Stage 1 conclusion: No cumulative effect due to distance*.]	No
Water Environment	No	No	[*Stage 1 conclusion: Land North and East of Canterbury Road is located outside of the water environment ZOI, therefore there are unlikely to be significant cumulative effects*.]	No
Geology and Hydrogeology	No	No	[*Stage 1 conclusion: Land North and East of Canterbury Road is located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative effects*.]	No
Agriculture and Soils	No	No	No. The development is located outside of the ZOI for Agriculture and Soils for the Kent Onshore Scheme and therefore there are unlikely to be significant cumulative effects	No
Traffic and Transport	Yes	Yes	There is potential for cumulative traffic and transport effects across several shared road link and road junction receptors during the construction phase of the Proposed Project as a result of construction and operational traffic associated with Land north and east of Canterbury Road. The cumulative assessment includes 100% construction traffic and 50% operational traffic of this development, on the assumption that this development would be partially built out (and therefore operational) during the construction phase of the Proposed Project. This is designed to provide a robust approach by including traffic associated with both phases.	**Yes**
Air Quality	Yes	Yes	Vehicles associated with the development may share the same routes as vehicles associated with the construction of the Proposed Project. There is therefore the potential for cumulative effects as a result of vehicle emissions. However, as the air quality effects of the Proposed Project are predicted to be negligible, it is not considered likely a significant cumulative effect could result.	No

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
Noise and Vibration	No	No	[*Stage 1 conclusion: There are no shared noise sensitive receptors with the development.]*	No
Socio-Economics, Recreation and Tourism	No	No	[*Stage 1 conclusion: Development on Land North and East Of Canterbury Road falls outside the ZOI for socio-economics, recreation and tourism and is therefore unlikely to lead to significant cumulative effects*.]	No
Health and Wellbeing	Yes	Yes	Potential for there to be cumulative impacts on health and wellbeing linked to traffic and transport and, resulting in severance or delays to journey times which impact population receptor, and physical health impacts such as respiratory health particularly for vulnerable groups such as children, the elderly, and those with pre-existing conditions.	Yes

Table 13.22 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Land South Of Westgate And Garlinge Description (ID443)

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			Assumed overlap in temporal scope? Yes	
Landscape and Visual	No	Yes	No combined theoretical visibility and no potential for cumulative effects.	No

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
Ecology and Biodiversity	Yes	Yes	Potential for cumulative effects on golden plover associated with Thanet Coast & Sandwich Bay SPA, which according to Natural England guidance can be affected by electricity infrastructure (the Kent Onshore Scheme) up to 5 km from the SPAs for which they are designated. Land South of Westgate and Garlinge also consists of arable land within 5km of the SPA. Possible scope for cumulative effects on bats who can also commute long distances, and other local wildlife.	**Yes**
Cultural heritage	No	No	[*Stage 1 conclusion: No cumulative effect due to distance*.]	No
Water Environment	No	No	[*Stage 1 conclusion: Land South of Westgate and Garlinge is located outside of the water environment ZOI, therefore there are unlikely to be significant cumulative effects.]*	No
Geology and Hydrogeology	No	No	*[Stage 1 conclusion: Land South of Westgate and Garlinge is located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative effects.]*	No
Agriculture and Soils	No	No	The development is located outside of the ZOI for Agriculture and Soils for the Kent Onshore Scheme and therefore there are unlikely to be significant cumulative effects.	No
Traffic and Transport	Yes	Yes	There is potential for cumulative traffic and transport effects across several shared road link and road junction receptors during the construction phase of the Proposed Project as a result of construction and operational traffic associated with Land south of Westgate and Garlinge. The cumulative assessment includes 100% construction traffic and 50% operational traffic of this development, on the assumption that this development would be partially built out (and therefore operational) during the construction phase of the Proposed	**Yes**

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			Project. This is designed to provide a robust approach by including traffic associated with both phases.	
Air Quality	Yes	Yes	Vehicles associated with the development may share the same routes as vehicles associated with the construction of the Proposed Project. There is therefore the potential for cumulative effects as a result of vehicle emissions. However, as the air quality effects of the Proposed Project are predicted to be negligible, it is not considered likely a significant cumulative effect could result.	No
Noise and Vibration	No	No	[*Stage 1 conclusion: There are no shared noise sensitive receptors with the development*.]	No
Socio-Economics, Recreation and Tourism	No	No	[*Stage 1 conclusion: Development on Land South of Westgate and Garlinge falls outside the ZOI for socio-economics, recreation and tourism and is therefore unlikely to lead to significant cumulative effects*.]	No
Health and Wellbeing	Yes	Yes	Potential for there to be cumulative impacts on health and wellbeing linked to traffic and transport and, resulting in severance or delays to journey times which impact population receptors as well as physical health such as physical activity for vulnerable groups such as children, the elderly, and those with pre-existing conditions.	Yes

Table 13.23 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Land On South Side Of Manston Court Road And West Side Of Haine Road (ID447)

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	**Progress in Stage 2**	**Scale and nature of development likely to have a significant cumulative effect?** **Relevant Shared receptors and/or pathways?**	**Progress to Stage 3/4**
			Assumed overlap in temporal scope? Yes	
Landscape and Visual	No	Yes	No combined theoretical visibility and no potential for cumulative effects.	No
Ecology and Biodiversity	Yes	Yes	Potential for cumulative effects on golden plover associated with Thanet Coast & Sandwich Bay SPA, which according to Natural England guidance can be affected by electricity infrastructure (the Kent Onshore Scheme) up to 5 km from the SPAs for which they are designated. Land on the South Side of Manston Court Road and West Side of Haine Road also consists of arable land within 5km of the SPA. Possible scope for cumulative effects on bats who can also commute long distances, and other local wildlife.	**Yes**
Cultural heritage	No	No	[*Stage 1 conclusion: No cumulative effect due to distance*.]	No
Water Environment	No	No	[*Stage 1 conclusion: Land on South Side of Manston Court Road and West Side of Haine Road Description is located outside of the water environment ZOI, therefore there are unlikely to be significant cumulative effects*.]	No
Geology and Hydrogeology	No	No	[*Stage 1 conclusion: Land on South Side of Manston Court Road and West Side of Haine Road Description is located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative effects*.]	No

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
Agriculture and Soils	No	No	The development is located outside of the ZOI for Agriculture and Soils for the Kent Onshore Scheme and therefore there are unlikely to be significant cumulative effects.	No
Traffic and Transport	Yes	Yes	There is potential for cumulative traffic and transport effects across several shared road link and road junction receptors during the construction phase of the Proposed Project as a result of construction and operational traffic associated with Land on south side of Manston Court Road and West side of Haine Road. The cumulative assessment includes 100% construction traffic and 75% operational traffic of this development, on the assumption that this development would be largely built out (and therefore operational) during the construction phase of the Proposed Project. This is designed to provide a robust approach by including traffic associated with both phases.	**Yes**
Air Quality	Yes	Yes	Vehicles associated with the development may share the same routes as vehicles associated with the construction of the Proposed Project. There is therefore the potential for cumulative effects as a result of vehicle emissions. However, as the air quality effects of the Proposed Project are predicted to be negligible, it is not considered likely a significant cumulative effect could result.	No
Noise and Vibration	No	No	[*Stage 1 conclusion: There are no shared noise sensitive receptors with the development.]*	No
Socio-Economics, Recreation and Tourism	No	No	[*Stage 1 conclusion: Development on Land On The North West and South East Sides Of Shottendane Road falls outside the ZOI for socio-economics, recreation and tourism and is therefore unlikely to lead to significant cumulative effects*.]	No

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
Health and Wellbeing	Yes	Yes	Potential for there to be cumulative impacts on health and wellbeing linked to traffic and transport, resulting in severance or delays to journey times which impact population receptors as well as physical health such as physical activity for vulnerable groups such as children, the elderly, and those with pre-existing conditions.	Yes

Table 13.24 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Land On The North West And South East Sides Of Shottendane Road (ID449)

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			Assumed overlap in temporal scope? Yes	
Landscape and Visual	No	Yes	No combined theoretical visibility and no potential for cumulative effects.	No
Ecology and Biodiversity	Yes	Yes	Potential for cumulative effects on golden plover associated with Thanet Coast & Sandwich Bay SPA, which according to Natural England guidance can be affected by electricity infrastructure (the Kent Onshore Scheme) up to 5 km from the SPAs for which they are designated. Land North West and South East of Shottendane Road also consists of arable land within 5km of the SPA. Possible scope for cumulative effects on bats who can also commute long distances, and other local wildlife.	**Yes**

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
Cultural heritage	No	No	[*Stage 1 conclusion: No cumulative effect due to distance*]	No
Water Environment	No	No	[*Stage 1 conclusion: Land on the North West and South East Sides of Shottendane Road is located outside of the water environment ZOI therefore there are unlikely to be significant cumulative effects*.]	No
Geology and Hydrogeology	No	No	[*Stage 1 conclusion: Land on the North West and South East Sides of Shottendance Road is located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative effects*.]	No
Agriculture and Soils	No	No	The development is located outside of the ZOI for Agriculture and Soils for the Kent Onshore Scheme and therefore there are unlikely to be significant cumulative effects.	No
Traffic and Transport	Yes	Yes	There is potential for cumulative traffic and transport effects across several shared road link and road junction receptors during the construction phase of the Proposed Project as a result of operational traffic associated with Land on the north west and south east sides of Shottendane Road. The cumulative assessment includes 100% operational traffic of this development, on the assumption that this development would be fully built out (and therefore operational) during the construction phase of the Proposed Project.	**Yes**
Air Quality	Yes	Yes	Vehicles associated with the development may share the same routes as vehicles associated with the construction of the Proposed Project. There is therefore the potential for cumulative effects as a result of vehicle emissions. However, as the air quality effects of the Proposed Project are predicted to be negligible, it is not considered likely a significant cumulative effect could result.	No

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
Noise and Vibration	No	No	[*Stage 1 conclusion: There are no shared noise sensitive receptors with the development*.]	No
Socio-Economics, Recreation and Tourism	No	No	Development on Land On The North West And South East Sides Of Shottendane Road falls outside the ZOI for socio-economics, recreation and tourism and is therefore unlikely to lead to significant cumulative effects.	No
Health and Wellbeing	Yes	Yes	Potential for there to be cumulative impacts on health and wellbeing linked to traffic and transport and, resulting in severance or delays to journey times which impact population receptors as well as physical health such as physical activity for vulnerable groups such as children, the elderly, and those with pre-existing conditions.	Yes

Table 13.25 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Ramsgate Port (ID454)

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			Assumed overlap in temporal scope? Yes	
Landscape and Visual	No	Yes	Despite there being shared LCAs the cumulative effect of the Kent Onshore Scheme with this project is unlikely to result in a significant cumulative effect on landscape character or visual amenity due to the	No

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			different nature of the development and its relationship with the Kent Onshore Scheme.	
Ecology and Biodiversity	Yes	No	[*Stage 1 conclusion: This is a safeguarded existing wharf. There are no current proposals for it in the public domain. Safeguarding infrastructure in a Local Plan does not mean that any development proposals will arise as safeguarding is primarily intended to ensure that the wharf usage is not sterilised by other incompatible development. There is therefore no basis to conclude cumulative effects may occur with the Kent Onshore Scheme*.]	No
Cultural heritage	No	No	[*Stage 1 conclusion: No cumulative effect due to distance*]	No
Water Environment	No	No	[*Stage 1 conclusion: Ramsgate Port is located outside of the water environment ZOI therefore there are unlikely to be significant cumulative effects.]*	No
Geology and Hydrogeology	No	No	[*Stage 1 conclusion: Ramsgate Port is located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative effects*.]	No
Agriculture and Soils	No	No	The development is located outside of the ZOI for Agriculture and Soils for the Kent Onshore Scheme. This is a safeguarded existing wharf. There are no current proposals for it in the public domain. Safeguarding infrastructure in a Local Plan does not mean that any development proposals will arise as safeguarding is primarily intended to ensure that the wharf usage is not sterilised by other incompatible development. There is therefore no basis to conclude cumulative effects may occur with the Kent Onshore Scheme.	No
Traffic and Transport	Yes	Yes	There are no planning applications associated with this safeguarded wharf at the time of writing.	No

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
Air Quality	No	No	[*Stage 1 conclusion: Given there are no planning applications associated with this safeguarded wharf at the time of writing and the distance of the site from the Proposed Project, significant cumulative air quality effects are unlikely*.]	No
Noise and Vibration	No	No	[*Stage 1 conclusion: here are no shared noise sensitive receptors with the development*.]	No
Socio-Economics, Recreation and Tourism	No	Yes	Safeguarded wharf, Pre-Submission Draft of the Kent Minerals and Waste Local Plan 2024- 39 falls outside the ZOI for socio-economics, recreation and tourism and is therefore unlikely to lead to significant cumulative effects.	No
Health and Wellbeing	No	No	Given the minimal impact anticipated from relevant environmental discipline assessments relating to health upon the Proposed Project, significant cumulative health and wellbeing effects are unlikely.	No

Table 13.26 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Spitfire Green (ID511)

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			Assumed overlap in temporal scope? Yes	
Landscape and Visual	No	Yes	No combined theoretical visibility and no potential for cumulative effects.	No

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
Ecology and Biodiversity	Yes	Yes	Potential for cumulative effects on golden plover associated with Thanet Coast & Sandwich Bay SPA, which according to Natural England guidance can be affected by electricity infrastructure (the Kent Onshore Scheme) up to 5 km from the SPAs for which they are designated. Spitfire Green also consists of arable land within 5 km of the SPA. Possible scope for cumulative effects on bats who can also commute long distances, and other local wildlife.	**Yes**
Cultural heritage	Yes	No	[*Stage 1 conclusion: The Spitfire Green development will not result in any physical impacts on assets that fall within the Kent Onshore Scheme. The separation from the Kent Onshore Scheme, as well as existing screening/built infrastructure will not result in significant cumulative effects on the setting of assets considered as part of the Proposed Development*]	No
Water Environment	No	No	[*Stage 1 conclusion: Spitfire Green is located outside of the ZOI for water environment therefore there are unlikely to be significant cumulative effects*.]	No
Geology and Hydrogeology	No	No	[*Stage 1 conclusion: Spitfire Green is located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative effects*.]	No
Agriculture and Soils	Yes	Yes	The development has the potential for the removal of land from agricultural use and the disturbance of soil resources, and there is the potential for a cumulative impact.	Yes
Traffic and Transport	Yes	Yes	There is potential for cumulative traffic and transport effects across several shared road link and road junction receptors during the construction phase of the Proposed Project as a result of construction traffic associated with Land at New Haine Road. The cumulative assessment of this development includes 100% construction traffic on	**Yes**

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			the assumption that this development would not be fully built out/ operational during the construction phase of the Proposed Project. This is designed to provide a robust assessment as the scheme is not expected to result in an increase in operational trips within the study area (to the south) based on a comparison of the Do Minimum and Do Something traffic flow diagrams contained within the Transport Assessment.	
Air Quality	Yes	Yes	Vehicles associated with the development may share the same routes as vehicles associated with the construction of the Proposed Project. There is therefore the potential for cumulative effects as a result of vehicle emissions. However, as the air quality effects of the Proposed Project are predicted to be negligible, it is not considered likely a significant cumulative effect could result.	No
Noise and Vibration	No	No	[*Stage 1 conclusion: There are no shared noise sensitive receptors with the development*.]	No
Socio-Economics, Recreation and Tourism	No	No	Spitfire Green residential development falls outside the ZOI for socio-economics, recreation and tourism and is therefore unlikely to lead to significant cumulative effects	No
Health and Wellbeing	Yes	Yes	Potential for there to be cumulative impacts on health and wellbeing linked to traffic and transport impacts. These cumulative effects may have impact on mental health due to severance, as well as physical health such as respiratory health particularly for vulnerable groups such as children, the elderly, and those with pre-existing conditions.	Yes

Table 13.27 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Richborough Energy Park (ID512)

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	**Progress in Stage 2**	**Scale and nature of development likely to have a significant cumulative effect?** **Relevant Shared receptors and/or pathways?**	**Progress to Stage 3/4**
			Assumed overlap in temporal scope? Yes	
Landscape and Visual	Yes	Yes	Due to the proximity of the development to the Kent Onshore Scheme and shared LCAs and visual receptors so should be taken forward for full assessment to properly establish the potential cumulative effect.	**Yes**
Ecology and Biodiversity	Yes	Yes	Potential for noise impacts on Sandwich Bay to Hacklinge Marshes SSSI if construction period overlaps with the Kent Onshore Scheme	**Yes**
Cultural heritage	Yes	Yes	The location of the proposed Richborough Energy Park scheme has the potential to result in physical impacts on assets assessed as part of the Proposed Development, as well as the potential to result in impacts on the setting of assets	**Yes**
Water Environment	Yes	Yes	The Richborough Energy Park is on the outer limit of the ZOI and although situated within a common hydrological catchment, due to the nature of the development there would be limited common source-pathways to water environment receptors and through legislation and policy, developments must control and manage their effects. Significant cumulative effects are therefore very unlikely.	No
Geology and Hydrogeology	Yes	Yes	The nature of the development is such that significant effects on geology and hydrogeology are not anticipated. In addition, significant contamination sources have not been identified within the Kent Onshore Scheme and legislation and planning requires that for new development, risks to human health and controlled waters from potential contamination are appropriately mitigated and therefore cumulative adverse effects in relation to geology and hydrogeology are unlikely. Furthermore, each development will be bound by its own	No

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
			CEMP, where applicable, and it is assumed each development will apply best practice construction methods so as to minimise impacts from contamination on ground conditions and groundwater.	
Agriculture and Soils	No	No	Due to the size and nature of the proposed development it is unlikely to have a significant cumulative effect.	No
Traffic and Transport	Yes	Yes	Negligible construction trips - 50 HGVs overall across the whole construction programme. Limited operational traffic for this development	No
Air Quality	Yes	Yes	The development will have negligible construction trips - 50 HGVs overall across the whole construction programme and there will be limited operational traffic for this development. As such, cumulative effects as a result of vehicle emissions are unlikely.	No
Noise and Vibration	Yes	Yes	Potential for cumulative operational noise effects.	**Yes**
Socio-Economics, Recreation and Tourism	Yes	Yes	Potential for cumulative socio-economic, tourism and recreation effects on local communities affected by severance, residential receptors, business premises, visitor attractions, community facilities, open space, development land and PRoW and recreational routes.	Yes
Health and Wellbeing	Yes	Yes	Potential for there to be cumulative impacts on health and wellbeing linked to landscape and visual amenity, noise and vibration, and socio-economics. These cumulative effects may have impact on mental health due to reduced visual amenity, disturbance from noise and vibration effects, and community severance.	**Yes**

Table 13.28 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Connaught Barracks (ID518)

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	**Progress in Stage 2**	**Scale and nature of development likely to have a significant cumulative effect?** **Relevant Shared receptors and/or pathways?**	**Progress to Stage 3/4**
			Assumed overlap in temporal scope? Yes	
Landscape and Visual	No	No	[*Stage 1 conclusion: No combined theoretical visibility and no potential for cumulative effects*.]	No
Ecology and Biodiversity	No	No	[*Stage 1 conclusion: No cumulative effect due to distance*]	No
Cultural heritage	No	No	[*Stage 1 conclusion: No cumulative effect due to distance*]	No
Water Environment	No	No	[*Stage 1 conclusion: The Connaught Barracks are located outside of the ZOI and there would be no significant cumulative effects.]*	No
Geology and Hydrogeology	No	No	[*Stage 1 conclusion: The Connaught Barracks are located outside of the ZOI and therefore its unlikely to have a significant cumulative effect*.]	No
Agriculture and Soils	No	No	The Connaught Barracks are located outside of the agriculture and soils ZOI and therefore its unlikely to have a cumulative impact.	No
Traffic and Transport	No	Yes	Construction trips are not expected to pass through the study area for the Proposed Project. Negligible operational trips would reach the A256 (south) from the A2 SRN (maximum 10 hourly movements in the peak hour).	No
Air Quality	No	No	[*Stage 1 conclusion: Cumulative effects are unlikely due to the distance of the development to the Kent Onshore Scheme.]*	No

Technical Discipline	Stage 1		Stage 2	
	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3/4
Noise and Vibration	No	No	[*Stage 1 conclusion: There are no shared noise sensitive receptors with the development*.]	No
Socio-Economics, Recreation and Tourism	No	No	The Connaught Barracks development falls outside the ZOI for socio-economics, recreation and tourism and is therefore unlikely to lead to significant cumulative effects	No
Health and Wellbeing	No	No	The development is located outside of the ZOI for health and wellbeing, therefore there are unlikely to be significant cumulative effects.	No

Stage 3

13.2.8 Further information on the short list of other developments is provided in **Application Document 6.3.3.13.A Appendix 3.13.A Descriptions of Other Developments** in order to support Stage 3. This appendix provides further information on the design, construction and programme for the other developments and has been used as a basis for the Stage 4 assessment.

Stage 4

13.2.9 Stage 4 has entailed undertaking a CEA for the 'short list' of developments where that development has been taken through to Stage 4 for a particular topic as defined in the Stage 2 tables above. The results of this assessment are again reported in matrix format for each topic and for each relevant development in the tables below. Where topics have not carried though any developments to Stage 3 and Stage 4 (i.e. geology and hydrogeology), no table is provided.

13.2.10 In the Stage 4 assessment, it is assumed that the impacts of each development, including the Kent Onshore Scheme, have been mitigated to the extent that would normally be expected for developments of this scale. The determination as to whether cumulative effects are likely is therefore based on consideration of residual effects and their significance.

13.2.11 Professional judgement has been applied in determining whether the combination of residual effects from two developments could result in a new significant cumulative effect overall. As a guide and to aid consistency and transparency of how professional judgement has been applied, a 'significance matrix' has been developed, as presented in **Application Document 6.3.1.5.A Appendix 1.5.A Cumulative Effects Assessment Methodologies**. As noted above, in all cases professional judgement has also been applied to each assessment.

13.2.12 Specifically, in relation to traffic and transport in the Stage 4 assessment, where a scheme is expected to be approximately 50% built out, 50% operational trip generation has been adopted, and where the development is expected to be 75% built out, 75% operational trip generation has been assumed, and so on. This is based on the anticipated construction programme for each development and the likely completion against that program when the Kent Onshore Scheme comes forward. A worst-case approach is taken, by combining both construction and operational trips for these schemes (rather than just one or the other). Further details of the approach to each development is set out in Section 9 of **Application Document 6.3.3.7.A Appendix 3.7.A Transport Assessment Note**, which forms an appendix to **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic & Transport**.

Table 13.29 Landscape and Visual CEA

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
Manston Airport (ID10)	No effects on landscape character of LCA A1 Manston Chalk Plateau as a result of the Kent Onshore Scheme. Range of significant and non-significant visual effects from the majority of the representative viewpoints.	Direct effects on LCA A1 Manston Chalk Plateau and relatively widespread visibility associated with the proposals, including receptors to the north and from across the wider marsh landscape to the south, although within the context of the existing infrastructure present at Manston.	No significant cumulative effects on landscape character at all project stages as no shared LCA with direct effects. The Manston Airport development would be located on the plateau, beyond the A299 and in the context of existing development on the skyline from the majority of shared receptors, whereas the Kent Onshore Scheme would be visible on the lower lying ground in the context of existing built form at Richborough Energy Park. Whilst the Kent Onshore Scheme and the Manston Airport development would both be visible in views from some of the	Landscape mitigation proposed as part of the Kent Onshore Scheme including native woodland planting to assist in the screening of the new infrastructure and contribution to the local landscape character (refer to **Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan – Kent** and **Application Document 7.5.7.2 Figure 1 Minster Converter Station and Substation Outline Landscape Mitigation**). Other individual projects would be responsible for mitigating their respective impacts to landscape character and visual amenity.	No

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
			representative viewpoints it is unlikely that these would represent a significant cumulative effect at all project stages due to the geographic separation, distance and existing influence of development in the parts of the views affected.		
Stonelees Golf Course Expansion (ID30)	Significant effect on LCA E1 Stour Marshes until mitigation planting establishes. Not significant effects from representative viewpoints 1, 3, 7, 8 and 9.	Direct, localised effects on the edge of LCA E1 Stour Marshes but within the immediate context of Richborough Energy Park. Views likely to be experienced from representative viewpoint 3 on the Saxon Shore Way.	The cumulative effect on LCA E1 Stour Marshes and representative viewpoints 1, 3, 7, 8 and 9 is unlikely to be any greater than the effects in isolation of the Kent Onshore Scheme at all project stages. This is due to the different scale and nature of the developments, the intervening mature woodland vegetation which provides geographic separation and partial visual separation and the proximity of both developments to	Landscape mitigation proposed as part of the Kent Onshore Scheme including native woodland planting to assist in the screening of the new infrastructure and contribution to the local landscape character (refer to **Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan – Kent** and **Application Document 7.5.7.2 Figure 1 Minster Converter Station and Substation Outline Landscape Mitigation**). Other individual projects would be responsible for mitigating their respective impacts to	No

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
			Richborough Energy Park.	landscape character and visual amenity.	
Richborough Energy Park (ID79)	Significant effect on LCA E1 Stour Marshes until mitigation planting establishes. Not significant effects from representative viewpoints 1, 3, 7, 8 and 9.	Direct, localised effects near to the edge of LCA E1 Stour Marshes but within the immediate context of Richborough Energy Park. Views likely to be experienced from representative viewpoint 3 on the Saxon Shore Way.	The cumulative effect on LCA E1 Stour Marshes and representative viewpoints 1, 3, 7, 8 and 9 is unlikely to be any greater than the effects in isolation of the Kent Onshore Scheme at all project stages. This is due to the different scale of the developments, the intervening mature woodland vegetation and existing energy development which provides geographic separation and partial visual separation and the proximity of both developments to Richborough Energy Park.	Landscape mitigation proposed as part of the Kent Onshore Scheme including native woodland planting to assist in the screening of the new infrastructure and contribution to the local landscape character (refer to **Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan – Kent** and **Application Document 7.5.7.2 Figure 1 Minster Converter Station and Substation Outline Landscape Mitigation**). Other individual projects would be responsible for mitigating their respective impacts to landscape character and visual amenity.	No
Land On The West Side Of Tothill Street (ID329)	Not significant effect from LCA B1 Wantsum North Slopes. Not significant effect from representative viewpoint 12.	Direct, localised effects near to the edge of LCA B1 Wantsum North Slopes but within the immediate context of the settlement of Minster and A299 road	The cumulative effect on LCA B1 Wantsum North Slopes and representative viewpoint 12 is unlikely to be any greater than the effects in isolation of the Kent	Landscape mitigation proposed as part of the Kent Onshore Scheme including native woodland planting to assist in the screening of the new infrastructure and contribution to the local landscape	No

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
		network. Direct views from representative viewpoint 12 due to proximity to the development.	Onshore Scheme at all project stages. This is due to the different type and scale of developments and geographic separation as the Land On The West Side Of Tothill Street is located on the rising land on the edge of the marsh and seen as an extension to the settlement pattern at Minster and the Kent Onshore Scheme is located on the edge of the marshland, also separated by the settlement of Minster. From representative viewpoint 12, it is likely that the Land On The West Side Of Tothill Street development would largely screen views towards the Kent Onshore Scheme, resulting in highly limited cumulative effect as the developments are unlikely to be viewed together.	character (refer to **Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan – Kent** and **Application Document 7.5.7.2 Figure 1 Minster Converter Station and Substation Outline Landscape Mitigation**). Other individual projects would be responsible for mitigating their respective impacts to landscape character and visual amenity.	

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
Richborough Energy Park, battery storage scheme (ID356)	Significant effect on LCA E1 Stour Marshes until mitigation planting establishes. Not significant effects from representative viewpoints 1, 3, 7, 8 and 9.	Direct, localised effects near to the edge of LCA E1 Stour Marshes but within the immediate context of Richborough Energy Park. Views likely to be experienced from representative viewpoint 3 on the Saxon Shore Way.	The cumulative effect on LCA E1 Stour Marshes and representative viewpoints 1, 3, 7, 8 and 9 is unlikely to be any greater than the effects in isolation of the Kent Onshore Scheme at all project stages. This is due to the different scale of the developments, the intervening mature woodland vegetation and existing energy development which provides geographic separation and partial visual separation and the proximity of both developments to Richborough Energy Park.	Landscape mitigation proposed as part of the Kent Onshore Scheme including native woodland planting to assist in the screening of the new infrastructure and contribution to the local landscape character (refer to **Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan – Kent** and **Application Document 7.5.7.2 Figure 1 Minster Converter Station and Substation Outline Landscape Mitigation**). Other individual projects would be responsible for mitigating their respective impacts to landscape character and visual amenity.	No
Goshall Valley East Street, Ash (ID372)	Significant effect on LCA A2 Ash Levels at construction (including decommissioning) and a not significant effect on LCA A2 Ash Levels at operation and maintenance. Not significant effect on LCA	Direct effects on LCA A2 Ash Levels and LCA D1 Preston Horticultural Belt. Views likely to be experienced from representative viewpoints 8 and 9 in the context of the A256.	The cumulative effect on A2 Ash Levels and LCA D1 Preston Horticultural Belt and representative viewpoints 8 and 9 is unlikely to be any greater than the effects in isolation of the Kent Onshore Scheme at all	Landscape mitigation proposed as part of the Kent Onshore Scheme including native woodland planting to assist in the screening of the new infrastructure and contribution to the local landscape character (refer to **Application Document 7.5.7.2 Outline**	No

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
	D1 Preston Horticultural Belt. Not significant effects from representative viewpoints 8 and 9.		project stages. Despite the intervisibility across the marsh landscape, including within LCA A2 Ash Levels in which both developments are located within, there is geographic separation and distance between the developments. This includes Richborough and vegetation alongside and within the landscape to the south of Richborough Road. Both developments within LCA A2 Ash Levels would largely respect the existing landscape pattern, including the characteristic drainage ditches. Any long-distance views experienced within the surrounding landscape would be within the context of the Richborough Energy Park for the Kent Onshore Scheme and the A256 for the Goshall Valley East Street, Ash.	**Landscape and Ecological Management Plan – Kent** and **Application Document 7.5.7.2 Figure 1 Minster Converter Station and Substation Outline Landscape Mitigation**). Other individual projects would be responsible for mitigating their respective impacts to landscape character and visual amenity.	

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
Land Adjacent To Southern Water Waste Water Treatment Site (ID414)	Significant effect on LCA E1 Stour Marshes until mitigation planting establishes. Range of significant and not significant effects from surrounding representative viewpoints.	Direct, localised effects on LCA E1 Stour Marshes but within the immediate context of Richborough Energy Park and Weatherless Hill Wasterwater Treatment Works. Views likely to be experienced from a number of representative viewpoints, including 1, 3, 4 and 11.	The cumulative effect on LCA E1 Stour Marshes and a number of representative viewpoints, including 1, 3, 4 and 11 is unlikely to be any greater than the effects in isolation of the Kent Onshore Scheme at all project stages. Despite the similarities in the development types and scale, the context of the receiving landscape has existing influence from Richborough Energy Park and Weatherless Hill Wasterwater Treatment Works and has separation to the wider marsh landscape. The developments would both extend the influence of energy development further north but would be contained within the existing and proposed wooded nature of the local landscape and would be associated with	Landscape mitigation proposed as part of the Kent Onshore Scheme including native woodland planting to assist in the screening of the new infrastructure and contribution to the local landscape character (refer to **Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan – Kent** and **Application Document 7.5.7.2 Figure 1 Minster Converter Station and Substation Outline Landscape Mitigation**). Other individual projects would be responsible for mitigating their respective impacts to landscape character and visual amenity.	No

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
			the existing energy development.		
Weatherlees Hill Wastewater Treatment Works (ID415)	Significant effect on LCA E1 Stour Marshes until mitigation planting establishes. Range of significant and not significant effects from surrounding representative viewpoints.	Direct, localised effects on LCA E1 Stour Marshes but within the immediate context of Richborough Energy Park and Weatherless Hill Wasterwater Treatment Works. Views likely to be experienced from a number of representative viewpoints, including 1 and 4.	The cumulative effect on LCA E1 Stour Marshes and a number of representative viewpoints, including 1 and 4 is unlikely to be any greater than the effects in isolation of the Kent Onshore Scheme at all project stages. Despite the similarities in energy related development, the context of the receiving landscape has existing influence from Richborough Energy Park and Weatherless Hill Wasterwater Treatment Works and has separation to the wider marsh landscape. The developments would both extend the influence of energy development further north but would be contained within the existing and proposed	Landscape mitigation proposed as part of the Kent Onshore Scheme including native woodland planting to assist in the screening of the new infrastructure and contribution to the local landscape character (refer to **Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan – Kent** and **Application Document 7.5.7.2 Figure 1 Minster Converter Station and Substation Outline Landscape Mitigation**). Other individual projects would be responsible for mitigating their respective impacts to landscape character and visual amenity.	No

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
			wooded nature of the local landscape and would be associated with the existing energy development.		
Richborough Energy Park (ID512)	Significant effect on LCA E1 Stour Marshes until mitigation planting establishes. Not significant effects from representative viewpoints 1, 3, 7, 8 and 9.	Direct, localised effects near to the edge of LCA E1 Stour Marshes but within the immediate context of Richborough Energy Park. Views likely to be experienced from representative viewpoints 1, 3, 7, 8 and 9.	The cumulative effect on LCA E1 Stour Marshes and representative viewpoints 1, 3, 7, 8 and 9 is unlikely to be any greater than the effects in isolation of the Kent Onshore Scheme at all project stages. This is due to the different scale of the developments, the intervening mature woodland vegetation and existing energy development which provides geographic separation and partial visual separation and the proximity of both developments to Richborough Energy Park.	Landscape mitigation proposed as part of the Kent Onshore Scheme including native woodland planting to assist in the screening of the new infrastructure and contribution to the local landscape character (refer to **Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan – Kent** and **Application Document 7.5.7.2 Figure 1 Minster Converter Station and Substation Outline Landscape Mitigation**). Other individual projects would be responsible for mitigating their respective impacts to landscape character and visual amenity.	No

Table 13.30 Ecology and Biodiversity CEA

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
Manston Airport (ID10)	Effects on golden plover associated with Thanet Coast & Sandwich Bay SPA through loss of functionally linked habitat (**negligible)**. Potential for cumulative disturbance or habitat loss impacts on wildlife local to the Scheme, such as bats (**minor adverse**), water voles (**minor adverse**) and breeding birds (**moderate adverse** in short term and **moderate beneficial** in the long term) . Disruption of bat commuting (**minor adverse**) and other wildlife connectivity through breaks in hedgerows and ditches may arise.	Potential for similar effects on golden plover associated with Thanet Coast & Sandwich Bay SPA, through loss of functionally-linked habitats (wetlands, farmland). Potential for similar effects on local wildlife such as bats, water voles and breeding birds.	The Kent Onshore Scheme will result in the permanent loss of functionally linked land for SPA golden plover due to the Minster Converter Station and Substation. Wintering bird surveys undertaken for the Proposed Project have identified that the area supports more than 1% of the SPA population of golden plover. While this may not be a significant proportion of the SPA population in itself, it does mean that when considered cumulatively with losses from other developments it requires mitigation. If unmitigated, the Kent Onshore Scheme would also result in disruption of bat commuting and other wildlife connectivity through breaks in hedgerows and ditches may arise.	No cumulative mitigation required.	No

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
	Short to medium-term habitat loss will arise through removal of grassland, woodland and hedgerow and ditch habitat for temporary construction and permanent gaps in hedgerows and culverts on ditches for permanent access – **moderate adverse** in the short term and **moderate beneficial** in the long term.		Short to medium-term habitat loss will arise through removal of grassland, woodland and hedgerow and ditch habitat for temporary construction and permanent gaps in hedgerows and culverts on ditches for permanent access. The scheme is sufficiently close to the Kent Onshore Scheme that these effects could occur cumulatively if they also arose from the scheme. Mitigation for the Kent Onshore Scheme will take the form of managing approximately 10 ha of off-site arable land in a way that is favourable to wintering golden plovers. Additionally, temporary gaps in hedgerows will be closed to a maximum of 10m at night through use of hurdles, and culverts on ditches will be designed to allow the passage of fish and riparian wildlife, while in the long-term, habitat creation around the Minster		

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
			Converter Station and Substation mean that there will be a net increase in woodland, wetland, grassland and hedgerow due to the Kent Onshore Scheme. This is set out in **Application Document 7.5.7.2 Landscape and Ecological Management Plan – Kent**.		
Residential Development, Canterbury Road, Ramsgate, Kent (ID17)	Effects on golden plover associated with Thanet Coast & Sandwich Bay SPA through loss of functionally linked habitat (**negligible)**. Potential for cumulative disturbance or habitat loss impacts on wildlife local to the Scheme, such as bats (**minor adverse**), water voles (**minor adverse**) and breeding birds (**moderate adverse** in short term and **moderate beneficial** in the long term) . Disruption of bat commuting (**minor adverse**) and other	Potential for similar effects on golden plover associated with Thanet Coast & Sandwich Bay SPA, through loss of functionally-linked habitat (wetlands, farmland). Potential for similar effects on local wildlife such as bats, water voles and breeding birds.	The Kent Onshore Scheme will result in the permanent loss of functionally linked land for SPA golden plover due to the Minster Converter Station and Substation. Wintering bird surveys undertaken for the Proposed Project have identified that the area supports more than 1% of the SPA population of golden plover. While this may not be a significant proportion of the SPA population in itself, it does mean that when considered cumulatively with losses from other developments it requires mitigation. If unmitigated, the Kent Onshore Scheme would also	No cumulative mitigation required.	No

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
	wildlife connectivity through breaks in hedgerows and ditches may arise. Short to medium-term habitat loss will arise through removal of grassland, woodland and hedgerow and ditch habitat for temporary construction and permanent gaps in hedgerows and culverts on ditches for permanent access – **moderate adverse** in the short term and **moderate beneficial** in the long term.		result in disruption of bat commuting and other wildlife connectivity through breaks in hedgerows and ditches may arise. Short to medium-term habitat loss will arise through removal of grassland, woodland and hedgerow and ditch habitat for temporary construction and permanent gaps in hedgerows and culverts on ditches for permanent access. The scheme is sufficiently close to the Kent Onshore Scheme that these effects could occur cumulatively if they also arose from the scheme. Mitigation for the Kent Onshore Scheme will take the form of managing approximately 10 ha of off-site arable land in a way that is favourable to wintering golden plovers. Additionally, temporary gaps in hedgerows will be closed to a maximum of 10 m at night through use of hurdles, and		

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
			culverts on ditches will be designed to allow the passage of fish and riparian wildlife, while in the long-term, habitat creation around the Minster Converter Station and Substation mean that there will be a net increase in woodland, wetland, grassland and hedgerow due to the Kent Onshore Scheme. This is set out in **Application Document 7.5.7.2 Landscape and Ecological Management Plan – Kent**.		
Stonelees Golf Course Expansion (ID30)	Effects on golden plover associated with Thanet Coast & Sandwich Bay SPA through loss of functionally linked habitat (**negligible)**. Potential for cumulative disturbance or habitat loss impacts on wildlife local to the Scheme, such as bats (**minor adverse**), water voles (**minor adverse**) and breeding birds (**moderate adverse** in short term and	Potential for similar effects on golden plover associated with Thanet Coast & Sandwich Bay SPA, through loss of functionally-linked habitat (wetlands, farmland). Potential for similar effects on local wildlife such as bats, water voles and breeding birds.	The Kent Onshore Scheme will result in the permanent loss of functionally linked land for SPA golden plover due to the Minster Converter Station and Substation. Wintering bird surveys undertaken for the Proposed Project have identified that the area supports more than 1% of the SPA population of golden plover. While this may not be a significant proportion of the SPA population in itself, it does mean that when considered	No cumulative mitigation required.	No

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
	moderate beneficial in the long term) . Disruption of bat commuting (**minor adverse**) and other wildlife connectivity through breaks in hedgerows and ditches may arise. Short to medium-term habitat loss will arise through removal of grassland, woodland and hedgerow and ditch habitat for temporary construction and permanent gaps in hedgerows and culverts on ditches for permanent access – **moderate adverse** in the short term and **moderate beneficial** in the long term.		cumulatively with losses from other developments it requires mitigation. If unmitigated, the Kent Onshore Scheme would also result in disruption of bat commuting and other wildlife connectivity through breaks in hedgerows and ditches may arise. Short to medium-term habitat loss will arise through removal of grassland, woodland and hedgerow and ditch habitat for temporary construction and permanent gaps in hedgerows and culverts on ditches for permanent access. The scheme is sufficiently close to the Kent Onshore Scheme that these effects could occur cumulatively if they also arose from the scheme. Mitigation for the Kent Onshore Scheme will take the form of managing approximately 10 ha of off-site arable land in a way that is		

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
			favourable to wintering golden plovers. Additionally, temporary gaps in hedgerows will be closed to a maximum of 10 m at night through use of hurdles, and culverts on ditches will be designed to allow the passage of fish and riparian wildlife, while in the long-term, habitat creation around the Minster Converter Station and Substation mean that there will be a net increase in woodland, wetland, grassland and hedgerow due to the Kent Onshore Scheme. This is set out in **Application Document 7.5.7.2 Landscape and Ecological Management Plan – Kent**.		
Richborough Energy Park (ID79)	Potential for noise disturbance impacts on the Weatherlees Hill part of Sandwich Bay to Hacklinge Marshes SSSI (**negligible**)	Potential for noise impacts on same area of Sandwich Bay to Hackling Marshes SSSI (Weatherlees Hill) as the Kent Onshore Scheme if construction occurred simultaneously.	Richborough Energy Park was consented in 2022 and is expected to be complete by 2026. The Kent Onshore Scheme is unlikely to commence construction until autumn 2026. It is therefore unlikely the construction of these two projects will overlap.	No cumulative mitigation required.	No

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
			Therefore cumulative effects are unlikely despite the proximity of the two developments. The Kent Onshore Scheme includes mitigation for noise impacts on the SSSI through a combination of use of standard noise fencing and a restriction on the noisiest works (site preparation and platform construction for the Minster Converter Station and Substation, and the section of permanent access road north of the SSSI) to occur outside the nesting season. These are set out in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments**.		
Land On The West Side Of Tothill Street	The Kent Onshore Scheme will result in loss of skylark nesting habitat due to Minster Converter Station and Substation (**minor adverse)**.	The development will also result in loss of habitat associated with 2 skylark territories.	Cumulative loss of skylark nesting habitat is possible. The Kent Onshore Scheme will address loss of skylark nesting habitat by enhancing 10 ha of arable land off-site by delivering skylark plots and/or spring cereals, secured for the	No cumulative mitigation required.	No

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
			lifetime of the converter station. This will address the contribution of the Kent Onshore Scheme to cumulative effects. Additionally, temporary gaps in hedgerows will be closed to a maximum of 10 m at night through use of hurdles, and culverts on ditches will be designed to allow the passage of fish and riparian wildlife, while in the long-term, habitat creation around the Minster Converter Station and Substation mean that there will be a net increase in woodland, wetland, grassland and hedgerow due to the Kent Onshore Scheme. This is set out in **Application Document 7.5.7.2 Landscape and Ecological Management Plan – Kent**.		
Goshall Valley East Street, Ash (ID 372)	Effects on golden plover associated with Thanet Coast & Sandwich Bay SPA through loss of functionally linked habitat (**negligible)**.	Potential for similar effects on golden plover associated with Thanet Coast & Sandwich Bay SPA, through loss of	The Kent Onshore Scheme will result in the permanent loss of functionally linked land for SPA golden plover due to the Minster Converter Station and Substation. Wintering bird	No Cumulative mitigation required.	No

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
	Potential for cumulative disturbance or habitat loss impacts on wildlife local to the Scheme, such as bats (**minor adverse**), water voles (**minor adverse**) and breeding birds (**moderate adverse** in short term and **moderate beneficial** in the long term) . Disruption of bat commuting (**minor adverse**) and other wildlife connectivity through breaks in hedgerows and ditches may arise. Short to medium-term habitat loss will arise through removal of grassland, woodland and hedgerow and ditch habitat for temporary construction and permanent gaps in hedgerows and culverts on ditches for permanent access – **moderate adverse** in the short term	functionally-linked habitat (wetlands, farmland). Potential for similar effects on local wildlife such as bats, water voles and breeding birds.	surveys undertaken for the Proposed Project have identified that the area supports more than 1% of the SPA population of golden plover. While this may not be a significant proportion of the SPA population in itself, it does mean that when considered cumulatively with losses from other developments it requires mitigation. If unmitigated, the Kent Onshore Scheme would also result in disruption of bat commuting and other wildlife connectivity through breaks in hedgerows and ditches may arise. Short to medium-term habitat loss will arise through removal of grassland, woodland and hedgerow and ditch habitat for temporary construction and permanent gaps in hedgerows and culverts on ditches for permanent access. The scheme is sufficiently close to the Kent Onshore Scheme that these effects		

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
	and **moderate beneficial** in the long term.		could occur cumulatively if they also arose from the scheme. Mitigation for the Kent Onshore Scheme will take the form of managing approximately 10 ha of off-site arable land in a way that is favourable to wintering golden plovers. Additionally, temporary gaps in hedgerows will be closed to a maximum of 10 m at night through use of hurdles, and culverts on ditches will be designed to allow the passage of fish and riparian wildlife, while in the long-term, habitat creation around the Minster Converter Station and Substation mean that there will be a net increase in woodland, wetland, grassland and hedgerow due to the Kent Onshore Scheme, This is set out in **Application Document 7.5.7.2 Landscape and Ecological Management Plan – Kent**.		

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
Land On The North East Side Of Nash Road (ID 398)	Effects on golden plover associated with Thanet Coast & Sandwich Bay SPA through loss of functionally linked habitat (**negligible)**. Potential for cumulative disturbance or habitat loss impacts on wildlife local to the Scheme, such as bats (**minor adverse**), water voles (**minor adverse**) and breeding birds (**moderate adverse** in short term and **moderate beneficial** in the long term) . Disruption of bat commuting (**minor adverse**) and other wildlife connectivity through breaks in hedgerows and ditches may arise. Short to medium-term habitat loss will arise through removal of grassland, woodland and hedgerow and ditch habitat for temporary	Potential for similar effects on golden plover associated with Thanet Coast & Sandwich Bay SPA, through loss of functionally-linked habitat (wetlands, farmland). Potential for similar effects on local wildlife such as bats, water voles and breeding birds.	The Kent Onshore Scheme will result in the permanent loss of functionally linked land for SPA golden plover due to the Minster Converter Station and Substation. Wintering bird surveys undertaken for the Proposed Project have identified that the area supports more than 1% of the SPA population of golden plover. While this may not be a significant proportion of the SPA population in itself, it does mean that when considered cumulatively with losses from other developments it requires mitigation. If unmitigated, the Kent Onshore Scheme would also result in disruption of bat commuting and other wildlife connectivity through breaks in hedgerows and ditches may arise. Short to medium-term habitat loss will arise through removal of grassland, woodland and hedgerow and ditch habitat for temporary construction and	No cumulative mitigation required.	No

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
	construction and permanent gaps in hedgerows and culverts on ditches for permanent access – **moderate adverse** in the short term and **moderate beneficial** in the long term.		permanent gaps in hedgerows and culverts on ditches for permanent access. The scheme is sufficiently close to the Kent Onshore Scheme that these effects could occur cumulatively if they also arose from the scheme. Mitigation for the Kent Onshore Scheme will take the form of managing approximately 10ha of off-site arable land in a way that is favourable to wintering golden plovers. Additionally, temporary gaps in hedgerows will be closed to a maximum of 10 m at night through use of hurdles, and culverts on ditches will be designed to allow the passage of fish and riparian wildlife, while in the long-term, habitat creation around the Minster Converter Station and Substation mean that there will be a net increase in woodland, wetland, grassland and hedgerow due to the Kent		

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
			Onshore Scheme. This is set out in **Application Document 7.5.7.2 Landscape and Ecological Management Plan – Kent**.		
Land Adjacent To Southern Water Waste Water Treatment Site (ID414)	Potential for noise disturbance impacts on the Weatherlees Hill part of Sandwich Bay to Hacklinge Marshes SSSI (**negligible**)	Potential for noise impacts on same area of Sandwich Bay to Hackling Marshes SSSI (Weatherlees Hill) as the Kent Onshore Scheme if construction occurred simultaneously.	Land Adjacent to Southern Water Waste Water Treatment Site was consented in 2023. The Proposed Project is unlikely to commence construction until autumn 2026. It is therefore unlikely the construction of these two projects will overlap. Therefore cumulative effects are unlikely despite proximity. The Kent Onshore Scheme includes mitigation for noise impacts on the SSSI through a combination of use of standard noise fencing and a restriction on the noisiest works (site preparation and platform construction for the Minster Converter Station and Substation, and the section of permanent access road north of the SSSI) to occur outside the nesting season. These are set out in **Application**	No cumulative mitigation required.	No

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
			Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments.		
Weatherlees Hill Wastewater Treatment Works (ID 415)	Potential for noise disturbance impacts on the Weatherlees Hill part of Sandwich Bay to Hacklinge Marshes SSSI (**negligible)**	Potential for noise impacts on same area of Sandwich Bay to Hackling Marshes SSSI (Weatherlees Hill) as the Kent Onshore Scheme if construction occurred simultaneously.	Very little is known about this proposal but there is potential for cumulative noise impacts if works were undertaken simultaneously. Since there is no live planning application it is not possible to do a detailed assessment. It will therefore be incumbent on the applicant for Weatherlees Hill Wastewater Treatment Works to model cumulative noise impacts and address them. The Kent Onshore Scheme includes mitigation for noise impacts on the SSSI through a combination of use of standard noise fencing and a restriction on the noisiest works (site preparation and platform construction for the Minster Converter Station and Substation, and the section of permanent access road north of the SSSI) to occur outside the nesting season. These are	No cumulative mitigation required.	No [based on the information available]

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
			set out in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments**.		
Richborough Energy Park (ID512)	Potential for noise disturbance impacts on the Weatherlees Hill part of Sandwich Bay to Hacklinge Marshes SSSI (**negligible)**	Potential for noise impacts on same area of Sandwich Bay to Hackling Marshes SSSI (Weatherlees Hill) as the Kent Onshore Scheme if construction occurred simultaneously.	Very little is known about this proposal but there is potential for cumulative noise impacts if works were undertaken simultaneously. Since there is no live planning application it is not possible to do a detailed assessment. It will therefore be incumbent on the applicant for Richborough Energy Park (ID512) to model cumulative noise impacts and address them. The Kent Onshore Scheme includes mitigation for noise impacts on the SSSI through a combination of use of standard noise fencing and a restriction on the noisiest works (site preparation and platform construction for the Minster Converter Station and Substation, and the section of permanent access road north of the SSSI) to occur outside	No cumulative mitigation required.	No [based on the information available]

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
			the nesting season. These are set out in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments**.		
Land North and East of Canterbury Road (ID 441)	Effects on golden plover associated with Thanet Coast & Sandwich Bay SPA through loss of functionally linked habitat (**negligible)**. Potential for cumulative disturbance or habitat loss impacts on wildlife local to the Scheme, such as bats (**minor adverse**), water voles (**minor adverse**) and breeding birds (**moderate adverse** in short term and **moderate beneficial** in the long term). Disruption of bat commuting (**minor adverse**) and other wildlife connectivity through breaks in	Potential for similar effects on golden plover associated with Thanet Coast & Sandwich Bay SPA, through loss of functionally-linked habitat (wetlands, farmland). Potential for similar effects on local wildlife such as bats, water voles and breeding birds.	The Kent Onshore Scheme will result in the permanent loss of functionally linked land for SPA golden plover due to the Minster Converter Station and Substation. Wintering bird surveys undertaken for the Proposed Project have identified that the area supports more than 1% of the SPA population of golden plover. While this may not be a significant proportion of the SPA population in itself, it does mean that when considered cumulatively with losses from other developments it requires mitigation. If unmitigated, the Kent Onshore Scheme would also result in disruption of bat commuting and other wildlife connectivity through breaks in	No cumulative mitigation required.	No

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
	hedgerows and ditches may arise. Short to medium-term habitat loss will arise through removal of grassland, woodland and hedgerow and ditch habitat for temporary construction and permanent gaps in hedgerows and culverts on ditches for permanent access – **moderate adverse** in the short term and **moderate beneficial** in the long term.		hedgerows and ditches may arise. Short to medium-term habitat loss will arise through removal of grassland, woodland and hedgerow and ditch habitat for temporary construction and permanent gaps in hedgerows and culverts on ditches for permanent access. The scheme is sufficiently close to the Kent Onshore Scheme that these effects could occur cumulatively if they also arose from the scheme. Mitigation for the Kent Onshore Scheme will take the form of managing approximately 10ha of off-site arable land in a way that is favourable to wintering golden plovers. Additionally, temporary gaps in hedgerows will be closed to a maximum of 10 m at night through use of hurdles, and culverts on ditches will be designed to allow the passage of fish and riparian wildlife,		

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
			while in the long-term, habitat creation around the Minster Converter Station and Substation mean that there will be a net increase in woodland, wetland, grassland and hedgerow due to the Kent Onshore Scheme. This is set out in **Application Document 7.5.7.2 Landscape and Ecological**. **Management Plan – Kent**.		
Land South of Westgate and Garlinge (ID 443)	Effects on golden plover associated with Thanet Coast & Sandwich Bay SPA through loss of functionally linked habitat (**negligible)**. Potential for cumulative disturbance or habitat loss impacts on wildlife local to the Scheme, such as bats (**minor adverse**), water voles (**minor adverse**) and breeding birds (**moderate adverse** in short term and **moderate beneficial** in the long term) .	Potential for similar effects on golden plover associated with Thanet Coast & Sandwich Bay SPA, through loss of functionally-linked habitat (wetlands, farmland). Potential for similar effects on local wildlife such as bats, water voles and breeding birds.	The Kent Onshore Scheme will result in the permanent loss of functionally linked land for SPA golden plover due to the Minster Converter Station and Substation. Wintering bird surveys undertaken for the Proposed Project have identified that the area supports more than 1% of the SPA population of golden plover. While this may not be a significant proportion of the SPA population in itself, it does mean that when considered cumulatively with losses from other developments it requires mitigation.	No cumulative mitigation required.	No

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
	Disruption of bat commuting (**minor adverse**) and other wildlife connectivity through breaks in hedgerows and ditches may arise. Short to medium-term habitat loss will arise through removal of grassland, woodland and hedgerow and ditch habitat for temporary construction and permanent gaps in hedgerows and culverts on ditches for permanent access – **moderate adverse** in the short term and **moderate beneficial** in the long term.		If unmitigated, the Kent Onshore Scheme would also result in disruption of bat commuting and other wildlife connectivity through breaks in hedgerows and ditches may arise. Short to medium-term habitat loss will arise through removal of grassland, woodland and hedgerow and ditch habitat for temporary construction and permanent gaps in hedgerows and culverts on ditches for permanent access. The scheme is sufficiently close to the Kent Onshore Scheme that these effects could occur cumulatively if they also arose from the scheme. Mitigation for the Kent Onshore Scheme will take the form of managing approximately 10ha of off-site arable land in a way that is favourable to wintering golden plovers. Additionally, temporary gaps in hedgerows will be closed to a		

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
			maximum of 10m at night through use of hurdles, and culverts on ditches will be designed to allow the passage of fish and riparian wildlife, while in the long-term, habitat creation around the Minster Converter Station and Substation mean that there will be a net increase in woodland, wetland, grassland and hedgerow due to the Kent Onshore Scheme. This is set out in **Application Document 7.5.7.2 Landscape and Ecological Management Plan – Kent**		
Land On South Side Of Manston Court Road And West Side Of Haine Road (ID 447)	Effects on golden plover associated with Thanet Coast & Sandwich Bay SPA through loss of functionally linked habitat (**negligible)**. Potential for cumulative disturbance or habitat loss impacts on wildlife local to the Scheme, such as bats (**minor adverse**), water voles (**minor adverse**) and breeding	Potential for similar effects on golden plover associated with Thanet Coast & Sandwich Bay SPA, through loss of functionally-linked habitat (wetlands, farmland). Potential for similar effects on local wildlife such as bats, water	The Kent Onshore Scheme will result in the permanent loss of functionally linked land for SPA golden plover due to the Minster Converter Station and Substation. Wintering bird surveys undertaken for the Proposed Project have identified that the area supports more than 1% of the SPA population of golden plover. While this may not be a significant proportion of the	No cumulative mitigation required.	No

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
	birds (**moderate adverse** in short term and **moderate beneficial** in the long term) . Disruption of bat commuting (**minor adverse**) and other wildlife connectivity through breaks in hedgerows and ditches may arise. Short to medium-term habitat loss will arise through removal of grassland, woodland and hedgerow and ditch habitat for temporary construction and permanent gaps in hedgerows and culverts on ditches for permanent access – **moderate adverse** in the short term and **moderate beneficial** in the long term.	voles and breeding birds.	SPA population in itself, it does mean that when considered cumulatively with losses from other developments it requires mitigation. If unmitigated, the Kent Onshore Scheme would also result in disruption of bat commuting and other wildlife connectivity through breaks in hedgerows and ditches may arise. Short to medium-term habitat loss will arise through removal of grassland, woodland and hedgerow and ditch habitat for temporary construction and permanent gaps in hedgerows and culverts on ditches for permanent access. The scheme is sufficiently close to the Kent Onshore Scheme that these effects could occur cumulatively if they also arose from the scheme. Mitigation for the Kent Onshore Scheme will take the form of managing approximately 10ha of off-site		

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
			arable land in a way that is favourable to wintering golden plovers. Additionally, temporary gaps in hedgerows will be closed to a maximum of 10 m at night through use of hurdles, and culverts on ditches will be designed to allow the passage of fish and riparian wildlife, while in the long-term, habitat creation around the Minster Converter Station and Substation mean that there will be a net increase in woodland, wetland, grassland and hedgerow due to the Kent Onshore Scheme. This is set out in **Application Document 7.5.7.2 Landscape and Ecological Management Plan – Kent**.		
Land On The North West And South East Sides Of Shottendane Road (ID 449)	Effects on golden plover associated with Thanet Coast & Sandwich Bay SPA through loss of functionally linked habitat (**negligible)**. Potential for cumulative disturbance or habitat	Potential for similar effects on golden plover associated with Thanet Coast & Sandwich Bay SPA, through loss of functionally-linked	The Kent Onshore Scheme will result in the permanent loss of functionally linked land for SPA golden plover due to the Minster Converter Station and Substation. Wintering bird surveys undertaken for the Proposed Project have	No cumulative mitigation required	No

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
	loss impacts on wildlife local to the Scheme, such as bats (**minor adverse**), water voles (**minor adverse**) and breeding birds (**moderate adverse** in short term and **moderate beneficial** in the long term) . Disruption of bat commuting (**minor adverse**) and other wildlife connectivity through breaks in hedgerows and ditches may arise. Short to medium-term habitat loss will arise through removal of grassland, woodland and hedgerow and ditch habitat for temporary construction and permanent gaps in hedgerows and culverts on ditches for permanent access – **moderate adverse** in the short term and **moderate beneficial** in the long term.	habitat (wetlands, farmland). Potential for similar effects on local wildlife such as bats, water voles and breeding birds.	identified that the area supports more than 1% of the SPA population of golden plover. While this may not be a significant proportion of the SPA population in itself, it does mean that when considered cumulatively with losses from other developments it requires mitigation. If unmitigated, the Kent Onshore Scheme would also result in disruption of bat commuting and other wildlife connectivity through breaks in hedgerows and ditches may arise. Short to medium-term habitat loss will arise through removal of grassland, woodland and hedgerow and ditch habitat for temporary construction and permanent gaps in hedgerows and culverts on ditches for permanent access. The scheme is sufficiently close to the Kent Onshore Scheme that these effects could occur cumulatively if		

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
			they also arose from the scheme. Mitigation for the Kent Onshore Scheme will take the form of managing approximately 10 ha of off-site arable land in a way that is favourable to wintering golden plovers. Additionally, temporary gaps in hedgerows will be closed to a maximum of 10 m at night through use of hurdles, and culverts on ditches will be designed to allow the passage of fish and riparian wildlife, while in the long-term, habitat creation around the Minster Converter Station and Substation mean that there will be a net increase in woodland, wetland, grassland and hedgerow due to the Kent Onshore Scheme. This is set out in **Application Document 7.5.7.2 Landscape and Ecological Management Plan – Kent**.		

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
Spitfire Green (ID 511)	Effects on golden plover associated with Thanet Coast & Sandwich Bay SPA through loss of functionally linked habitat (**negligible)**. Potential for cumulative disturbance or habitat loss impacts on wildlife local to the Scheme, such as bats (**minor adverse**), water voles (**minor adverse**) and breeding birds (**moderate adverse** in short term and **moderate beneficial** in the long term) . Disruption of bat commuting (**minor adverse**) and other wildlife connectivity through breaks in hedgerows and ditches may arise. Short to medium-term habitat loss will arise through removal of grassland, woodland and hedgerow and ditch habitat for temporary	Potential for similar effects on golden plover associated with Thanet Coast & Sandwich Bay SPA, through loss of functionally-linked habitat (wetlands, farmland). Potential for similar effects on local wildlife such as bats, water voles and breeding birds.	The Kent Onshore Scheme will result in the permanent loss of functionally linked land for SPA golden plover due to the Minster Converter Station and Substation. Wintering bird surveys undertaken for the Proposed Project have identified that the area supports more than 1% of the SPA population of golden plover. While this may not be a significant proportion of the SPA population in itself, it does mean that when considered cumulatively with losses from other developments it requires mitigation. If unmitigated, the Kent Onshore Scheme would also result in disruption of bat commuting and other wildlife connectivity through breaks in hedgerows and ditches may arise. Short to medium-term habitat loss will arise through removal of grassland, woodland and hedgerow and ditch habitat for temporary construction and	No cumulative mitigation required.	No

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
	construction and permanent gaps in hedgerows and culverts on ditches for permanent access – **moderate adverse** in the short term and **moderate beneficial** in the long term.		permanent gaps in hedgerows and culverts on ditches for permanent access. The scheme is sufficiently close to the Kent Onshore Scheme that these effects could occur cumulatively if they also arose from the scheme. Mitigation for the Kent Onshore Scheme will take the form of managing approximately 10 ha of off-site arable land in a way that is favourable to wintering golden plovers. Additionally, temporary gaps in hedgerows will be closed to a maximum of 10 m at night through use of hurdles, and culverts on ditches will be designed to allow the passage of fish and riparian wildlife, while in the long-term, habitat creation around the Minster Converter Station and Substation mean that there will be a net increase in woodland, wetland, grassland and hedgerow due to the Kent		

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
			Onshore Scheme. This is set out in **Application Document 7.5.7.2 Landscape and Ecological Management Plan – Kent**.		

Cultural Heritage CEA

Table 13.31 Cultural heritage CEA

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
Richborough Energy Park (ID79)	Potential for physical impacts on non-designated assets Potential for impacts on the setting of designated heritage assets (including Richborough Saxon Shore Fort and Port (NHLE 1014642)).	Potential for impacts on the setting of designated heritage assets (including Richborough Saxon Shore Fort and Port (NHLE 1014642).	There is limited potential for physical impacts on non-designated assets that extend into the footprint of both projects due to previous disturbance within the area of the Richborough Energy Park and its surrounding. Permanent impacts on the setting of designated assets for both schemes should be limited	No additional mitigation required.	No significant cumulative impacts predicted on the setting of designated heritage assets (including Richborough Saxon Shore Fort and Port (NHLE 1014642)). No potential for significant cumulative physical impacts on non-designated assets.

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
			to the above ground infrastructure at the operational phase. Setting impacts should be limited due to existing screening/ vegetation cover, as well as the distance between designated assets and the proposed above ground infrastructure, and the topography which provides some screening.		
Land Adjacent to Southern Water Waste Water Treatment Site (ID414)	Potential for physical impacts on non-designated assets.	A number of the non-designated assets that have been recorded within the Kent Order Limits potentially continue into the Southern Waste Water Treatment Site.	Potential for physical impacts on non-designated assets, although these should be mitigated through standard mitigation measures as outlined in **Application Document 7.5.4.1 Outline Written Scheme of Investigation.**	No additional mitigation required	No potential for significant cumulative physical impacts on non-designated assets.
Weatherlees Hill Wastewater Treatment Works (ID415)	Potential for physical impacts on non-designated assets.	A number of the non-designated assets that have been recorded within the Kent Order Limits potentially continue into the	Potential for physical impacts on non-designated assets, although these should be mitigated through standard mitigation measures as outlined in **Application Document 7.5.4.1**	No additional mitigation required	No potential for significant cumulative physical impacts on non-designated assets.

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
		Weatherlees Hill Waste Water Treatment Site.	**Outline Written Scheme of Investigation.**		
Richborough Energy Park BESS (ID512)	Potential for physical impacts on non-designated assets Potential for impacts on the setting of designated heritage assets (including Richborough Saxon Shore Fort and Port (NHLE 1014642)).	Potential for impacts on the setting of designated heritage assets (including Richborough Saxon Shore Fort and Port (NHLE 1014642)).	There is limited potential for physical impacts on non-designated assets that extend into the footprint of both projects due to previous disturbance within the area of the Richborough Energy Park and its surrounding. There is also limited potential for impacts on the setting of Richborough Saxon Shore Fort and Port due to aspects such as the distance between the developments and the asset, as well as existing screening and the nature of the built environment in this area (i.e. a band of land dominated by infrastructure and industry). Potential mitigation of setting impacts through screening (associated with landscape mitigation proposed as part of the Proposed Project (refer to **Application Document 7.5.7.2 Outline Landscape and**	No additional mitigation required.	No significant cumulative impacts predicted on the setting of designated heritage assets (including Richborough Saxon Shore Fort and Port (NHLE 1014642)). No potential for significant cumulative physical impacts on non-designated assets.

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
			Ecological Management Plan – Kent and **Application Document 7.5.7.2 Figure 1 Minster Converter Station and Substation Outline Landscape Mitigation**)).		

Water Environment CEA

Table 13.32 Water Environment CEA

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
Richborough Energy Park (ID79)	Potential for **minor**, short duration effects on the flow regime and floodplain and water quality of the River Stour during construction, and potential for changes to the local land drainage regime. Effects	Effects of a similar nature to those described for the Proposed Project.	No significant cumulative effects following implementation of embedded, control and management measures which would be secured for both projects via the development consent.	At this stage no mitigation measures relevant to water environment receptors (other than the standard embedded measures) are considered necessary to avoid significant cumulative effects.	No

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
	determined to be **not significant.**				

Agriculture and Soils CEA

Table 13.33 Agriculture and Soils CEA

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
Residential Development, Hoo Farm (ID44)	Significant effects in relation to temporary disturbance to soils and temporary and permanent loss of Best and Most Versatile (BMV) Land during construction and decommissioning. At operation and maintenance, the Kent Onshore Scheme would not have a significant effect	Potential for significant effect on soils and BMV land.	The residential development is likely to result in additional temporary soil disturbance and temporary and permanent loss of BMV land resulting in the potential for significant cumulative effects on these receptors at construction and decommissioning. At operation and maintenance, the Suffolk	No additional mitigation available in relation to temporary disturbance to soils and temporary and permanent loss of BMV land.	Yes

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
			Kent Onshore Scheme would not have a significant effect, based on the works required likely being small-scale and of limited duration and the residential development would be similar.		
Richborough Energy Park (ID79)	Significant effects in relation to temporary disturbance to soils and temporary and permanent loss of Best and Most Versatile (BMV) Land during construction and decommissioning. At operation and maintenance, the Scheme would not have a significant effect, based on the works required likely being small-scale and of limited duration	Potential for significant effect on soils and BMV land.	The energy park development is likely to result in additional temporary soil disturbance and temporary and permanent loss of BMV land resulting in the potential for significant cumulative effects on these receptors at construction and decommissioning. At operation and maintenance, the Kent Onshore Scheme would not have a significant effect, based on the works required likely being small-scale and of limited	No additional mitigation available in relation to temporary disturbance to soils and temporary and permanent loss of BMV land.	Yes

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
			duration and the energy park would be similar.		
Land On The West Side Of Tothill Street (ID329)	Significant effects in relation to temporary disturbance to soils and temporary and permanent loss of Best and Most Versatile (BMV) Land during construction and decommissioning. At operation and maintenance, the Kent Onshore Scheme would not have a significant effect, based on the works required likely being small-scale and of limited duration.	Potential for significant effect on soils and BMV land.	The development is likely to result in additional temporary soil disturbance and temporary and permanent loss of BMV land resulting in the potential for significant cumulative effects on these receptors at construction and decommissioning. At operation and maintenance, the Kent Onshore Scheme would not have a significant effect, based on the works required likely being small-scale and of limited duration and the development would be similar.	No additional mitigation available in relation to temporary disturbance to soils and temporary and permanent loss of BMV land.	Yes
Goshall Valley East Street, Ash (ID372)	Significant effects in relation to temporary disturbance to soils and temporary and	Potential for significant effect	The development is likely to result in additional temporary soil disturbance	No additional mitigation available in relation to temporary disturbance to	Yes

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
	permanent loss of Best and Most Versatile (BMV) Land during construction and decommissioning. At operation and maintenance, the Kent Onshore Scheme would not have a significant effect, based on the works required likely being small-scale	on soils and BMV land.	and temporary and permanent loss of BMV land resulting in the potential for significant cumulative effects on these receptors at construction and decommissioning. At operation and maintenance, the Kent Onshore Scheme would not have a significant effect, based on the works required likely being small-scale and of limited duration and the development would be similar.	soils and temporary and permanent loss of BMV land.	
Spitfire Green (ID511)	Significant effects in relation to temporary disturbance to soils and temporary and permanent loss of Best and Most Versatile (BMV) Land during construction and decommissioning. At operation and maintenance, the Kent Onshore Scheme would not have a significant	Potential for significant effect on soils and BMV land.	The development is likely to result in additional temporary soil disturbance and temporary and permanent loss of BMV land resulting in the potential for significant cumulative effects on these receptors at	No additional mitigation available in relation to temporary disturbance to soils and temporary and permanent loss of BMV land.	Yes

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
	effect, based on the works required likely being small-scale and of limited duration		construction and decommissioning. At operation and maintenance, the Kent Onshore Scheme would not have a significant effect, based on the works required likely being small-scale and of limited duration and the development would be similar.		

Table 13.34 Traffic and Transport CEA

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
Manston Airport (ID10)	The following temporary effects are expected during the construction phase of the Proposed Project (refer to **Application Document 6.2.3.7 Kent Chapter 7 Traffic and Transport**. The full list of receptors (with cross-references) is within Section 7.6) Severance and Pedestrian Delay: • Minor (K-RJ2) Road Safety: • Minor (K-RL1, K-RJ1, K-RJ2 and K-RJ4)	The only potential shared receptors are K-RL1, K-RJ1, K-RJ2 and K-RJ4. However, all of these routes were either screened out of the assessment prepared for Manston Airport or were not assessed.	No cumulative effects are considered to be likely.	No mitigation necessary as all cumulative effects have been identified as **unlikely to be significant**.	**No**
Land On The West Side Of Tothill Street (ID329)	It has not been possible to identify shared receptors that could be subject to cumulative effects, as no effects have been reported	No effects are expected as a result of Land On The West Side Of Tothill Street (ID329).	No cumulative effects are expected	No mitigation necessary	**No**

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
	for Land On The West Side Of Tothill Street (ID329).				
Land To The East Side Of Preston Road And South Of Manston Court Road (ID365)	It has not been possible to identify shared receptors that could be subject to cumulative effects, as no effects have been reported for Land To The East Side Of Preston Road And South Of Manston Court Road (ID365).	No effects are expected as a result of Land To The East Side Of Preston Road And South Of Manston Court Road (ID365).	No cumulative effects are expected	No mitigation necessary	**No**
Land To The East Of New Haine Road (ID366)	It has not been possible to identify shared receptors that could be subject to cumulative effects, as no effects have been reported for Land To The East Of New Haine Road (ID366).	No effects are expected as a result of Land To The East Of New Haine Road (ID366).	No cumulative effects are expected	No mitigation necessary	**No**
Land On The North East Side Of Nash Road (ID398)	It has not been possible to identify shared receptors that could be subject to cumulative effects, as no effects have been reported for Land On The North East Side Of Nash Road (ID398).	No effects are expected as a result of Land On The North East Side Of Nash Road (ID398).	No cumulative effects are expected	No mitigation necessary	**No**

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
Land North And East Of Canterbury Road (ID441)	It has not been possible to identify shared receptors that could be subject to cumulative effects, as no effects have been reported for Land North And East Of Canterbury Road (ID441).	No effects are expected as a result of Land North And East Of Canterbury Road (ID441).	No cumulative effects are expected	No mitigation necessary	**No**
Land South Of Westgate And Garlinge (ID443)	It has not been possible to identify shared receptors that could be subject to cumulative effects, as no effects have been reported for Land South Of Westgate And Garlinge (ID443).	No effects are expected as a result of Land South Of Westgate And Garlinge (ID443).	No cumulative effects are expected	No mitigation necessary	**No**
Land On South Side Of Manston Court Road And West Side Of Haine Road (ID447)	It has not been possible to identify shared receptors that could be subject to cumulative effects, as no effects have been reported for Land On South Side Of Manston Court Road And West Side Of Haine Road (ID447).	No effects are expected as a result of Land On South Side Of Manston Court Road And West Side Of Haine Road (ID447).	No cumulative effects are expected	No mitigation necessary	**No**

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
Land On The North West And South East Sides Of Shottendane Road (ID449)	It has not been possible to identify shared receptors that could be subject to cumulative effects, as no effects have been reported for Land On The North West And South East Sides Of Shottendane Road (ID449).	No effects are expected as a result of Land On The North West And South East Sides Of Shottendane Road (ID449).	No cumulative effects are expected	No mitigation necessary	**No**
Spitfire Green – Land At New Haine Road (ID511)	It has not been possible to identify shared receptors that could be subject to cumulative effects, as no effects have been reported for Spitfire Green – Land At New Haine Road (ID511).	No effects are expected as a result of Spitfire Green – Land At New Haine Road (ID511).	No cumulative effects are expected	No mitigation necessary	**No**

Air Quality

13.2.13 There were no air quality effects carried through to stage 4 of the assessment for any of the other developments.

Table 13.35 Noise and Vibration CEA

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
Manston Airport (ID10)	**Negligible** effects on all proposed construction traffic routes.	**Negligible** effects on all proposed construction traffic routes.	Construction traffic noise effects are likely to remain negligible on all proposed construction traffic routes. Significant cumulative effects are therefore not expected.	No additional mitigation required.	No
Stonelees Golf Course Expansion (ID30)	**Minor** effects from construction noise.	Likely **minor** effects from construction noise.	Construction noise effects are likely to remain minor at all shared receptors, particularly with the use of best practicable means (BPM) to reduce impacts. Significant cumulative effects are therefore not expected.	No additional mitigation beyond BPM that is already proposed by each respective project.	No
Richborough Energy Park (ID79)	**Negligible** effects at all NSR where appropriate noise mitigation measures are considered during detailed design.	Likely **negligible** to minor effects impacts at all NSR where appropriate noise mitigation measures are considered	Negligible to minor effects are expected at all nearby NSR where appropriate noise mitigation measures are incorporated into the design. Significant cumulative effects are therefore not expected.	No additional mitigation beyond design measures already proposed by each respective project.	No

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
		during detailed design.			
Richborough Energy Park battery storage scheme (ID356)	**Negligible** effects at all NSR where appropriate noise mitigation measures are considered during detailed design.	Likely **negligible** to **minor** effects impacts at all NSR where appropriate noise mitigation measures are considered during detailed design.	Negligible to minor effects are expected at all nearby NSR where appropriate noise mitigation measures are incorporated into the design. Significant cumulative effects are therefore not expected.	No additional mitigation beyond design measures already proposed by each respective project.	No
Land Adjacent To Southern Water Waste Water Treatment Site (ID414)	**Minor** effects from construction noise.	Likely **minor** effects from construction noise.	Construction noise effects are likely to remain minor at all shared receptors, particularly with the use of best practicable means (BPM) to reduce impacts. Significant cumulative effects are therefore not expected.	No additional mitigation beyond BPM that is already proposed by each respective project.	No
Weatherlees Hill Wastewater Treatment Works (ID415)	**Minor** effects from construction noise.	Likely **minor** effects from construction noise.	Construction noise effects are likely to remain minor at all shared receptors, particularly with the use of best practicable means (BPM) to reduce impacts. Significant cumulative effects are therefore not expected.	No additional mitigation beyond BPM that is already proposed by each respective project.	Minor effects from construction noise.

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
Richborough Energy Park (ID512)	**Negligible** effects at all NSR where appropriate noise mitigation measures are considered during detailed design.	Likely **negligible** to **minor** effects impacts at all NSR where appropriate noise mitigation measures are considered during detailed design.	Negligible to minor effects are expected at all nearby NSR where appropriate noise mitigation measures are incorporated into the design. Significant cumulative effects are therefore not expected.	No additional mitigation beyond design measures already proposed by each respective project.	No

Socio-Economics, Recreation and Tourism CEA

Table 13.36 Socio-Economics, Recreation and Tourism CEA

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
Manston Airport (ID10)	No significant effects expected on the construction	Likely to be **significant beneficial** effects on	The construction employment generated by Manston Airport in combination with the Proposed Project is likely to provide an	No mitigation necessary	No

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
	workforce, local accommodation, social infrastructure and GVA as a result of the Kent Onshore Scheme. No significant effects expected on shared residential properties, business premises, visitor attractions, community facilities, open space, development land, PRoW and recreational route receptors as a result of the Kent Onshore Scheme. No significant effects expected on local communities impacted by severance.	employment generation during the construction phase at the local level in Thanet however a negligible significance at the regional level in Kent.	uplift in employment opportunities and will represent a beneficial effect. However, considering the limited amount of construction employment generated by the Proposed Project, there are unlikely to be significant cumulative effects on socio-economics, recreation and tourism based on the currently available information in relation to ID 10.		

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
Stonelees Golf Course Expansion (ID30)	No significant effects expected on shared residential properties, business premises, visitor attractions, community facilities, open space, development land, PRoW and recreational route receptors as a result of the Kent Onshore Scheme.	Permanent land take will be required from Stonelees Golf Course, a shared recreational receptor, as a result of the expansion development. However, based on the information currently available, it is unlikely there will be significant effects on socio-economic, recreation and tourism receptors.	There are unlikely to be significant cumulative effects on socio-economics, recreation and tourism based on the currently available information in relation to ID 30.	No mitigation necessary	No
Richborough Energy Park (ID79)	No significant effects expected on shared residential properties, business premises, visitor attractions, community facilities, open space, development land, PRoW and recreational route receptors as a result	Unlikely to be and land take or severance significant effects on shared residential properties, business premises, visitor attractions, community facilities, open space, development land receptors.			No significant effects expected on shared residential properties, business premises, visitor attractions, community facilities, open space, development

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
	of the Kent Onshore Scheme.				land, PRoW and recreational route receptors as a result of the Kent Onshore Scheme.
Richborough Energy Park (ID356)	No significant effects expected on shared residential properties, business premises, visitor attractions, community facilities, open space, development land, PRoW and recreational route receptors as a result of the Kent Onshore Scheme.	Unlikely to be any land take or severance significant effects on shared residential properties, business premises, visitor attractions, community facilities, open space, development land receptors.			No significant effects expected on shared residential properties, business premises, visitor attractions, community facilities, open space, development land, PRoW and recreational route receptors as a result of the Kent Onshore Scheme.
Land Adjacent To Southern Water Waste Water	No significant effects expected on shared residential properties, business premises,	Unlikely to be any land take or severance significant effects on shared	There are unlikely to be significant cumulative effects on socio-economics, recreation and tourism based on the	No mitigation necessary	No

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
Treatment Site (ID414)	visitor attractions, community facilities, open space, development land, PRoW and recreational route receptors as a result of the Kent Onshore Scheme.	residential properties, business premises, visitor attractions, community facilities, open space, development land, PRoW and recreational route receptors.	currently available information in relation to ID 414.		
Weatherlees Hill Wastewater Treatment Works (ID415)	No significant effects expected on shared residential properties, business premises, visitor attractions, community facilities, open space, development land, PRoW and recreational route receptors as a result of the Kent Onshore Scheme.	Unlikely to be any land take or severance significant effects on shared residential properties, business premises, visitor attractions, community facilities, open space, development land, PRoW and recreational route receptors.	There are unlikely to be significant cumulative effects on socio-economics, recreation and tourism based on the currently available information in relation to ID 415.	No mitigation necessary	No
Richborough Energy Park (ID512)	No significant effects expected on shared residential properties, business premises, visitor attractions, community facilities,	Unlikely to be any land take or severance significant effects on shared residential properties, business premises,	Footpath EE42 and the Saxon Shore Way have the potential to be impacted during construction phase of the Proposed Project and Richborough Energy Park, as the two routes pass in close proximity to the cumulative scheme's site boundary.	No mitigation necessary	No

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
	open space, development land, PRoW and recreational route receptors as a result of the Kent Onshore Scheme.	visitor attractions, community facilities, open space, development land receptors. Potential cumulative effects on Saxon Shore Way and Footpath EE42 during the construction phase.	However, based on the currently available information, there are unlikely to be any PRoW closures or diversions as a result of the Richborough Energy Park development. Therefore, no significant cumulative effected are anticipated.		

Table 13.37 Health and Wellbeing CEA

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
All Shortlisted projects	There are no significant effects expected on any health receptors as a result of the Kent Onshore Scheme.	For all projects, unlikely to be significant effects on health receptors.	For all projects, there are unlikely to be significant cumulative effects on health and wellbeing, given that there are no significant effects identified for other environmental aspects of relevance to health and wellbeing, including traffic and transport, noise and vibration, and socio-economics, recreation and tourism. Specifically, this includes no anticipated significant adverse effects in relation to mental health due to community severance, reduced visual amenity, disturbance from noise impacts, nor to physical health outcomes such as levels of physical activity or respiratory health. This assessment includes consideration of vulnerable groups, such as children, the	For all projects, no mitigation necessary	For all projects, Not Significant

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Additional mitigation required for any cumulative effects?	Residual Cumulative Effect?
			elderly, and individuals with pre-existing health conditions.		

13.3 Assessment of Total Cumulative Effects

13.3.1 The Stage 4 assessment above provides a cumulative assessment for each topic with each of the other individual developments taken through to Stage 3 and 4 considered alongside the Kent Onshore Scheme as per Advice Note Seventeen (Ref. 3.14.2). However, due to the large number of other developments assessed and particularly given the proximity of some of these to the Kent Onshore Scheme a further assessment has been undertaken which considers the overall cumulative effect with the Proposed Project with all other developments which may each impact any shared receptors. This overall assessment is provided in the tables below. Where topics have not carried through any developments to Stage 3 and Stage 4 (i.e. geology and hydrogeology) or where only one other development has been taken forward (i.e. water environment), no table is provided (in the latter instance this would have already been assessed in the previous sections).

13.3.2 In addition to an assessment of total cumulative effects for each topic, presented from Table 13.38 onwards, a sequential Landscape and Visual assessment is provided at Table 13.13.39. The sequential cumulative visual assessment has been undertaken on key routes and transport corridors within the landscape and visual study area which have been agreed through stakeholder consultation. The sequential cumulative visual assessment was undertaken at operation and for the major projects considered within the cumulative assessment for the Kent Onshore Scheme, as these are considered to be the most likely projects to result in potentially significant sequential visual effects. The only relevant major project in respect of the Kent Onshore Scheme is Manston Airport. The sequential cumulative visual assessment considers the nature of the viewing experience along each route, which includes where Sea Link and one or more of the cumulative developments are visible in combination for part of the route and also where developments can be repeatedly encountered through the landscape which does not depend on intervisibility. The types of visibility are split into the following criteria:

- Continuous – cumulative development would be visible for the entire route;
- Frequent – where the cumulative development would appear regularly and with short time lapses between instances depending on speed of travel and distance between the viewpoint/viewing locations; and
- Occasional – where the cumulative development would appear with longer time lapses between appearances because the observer is moving very slowly and/or there are larger distances between the viewpoint/viewing locations.

13.3.3 The sequential cumulative visual assessment is supported by figures within **Application Document 6.4.3.1.9 Cumulative Schemes (Major Projects) Screened Zone of Theoretical Visibility**.

Table 13.38 Assessment of total cumulative effects for Landscape and Visual

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects with each of the other developments	Overall assessment of assessment of cumulative effects
LCA E1 Stour Marshes	Stonelees Golf Course Expansion (ID30)	The cumulative effect experienced at LCA E1 is unlikely to be any greater than the effects in isolation of the Kent Onshore Scheme at all project stages due to intervening mature woodland vegetation creating separation and the proximity of both developments to Richborough Energy Park.	When considered together there is likely to be an intensification of the cumulative effects that were reported separately for each of the other developments at all project stages. This is primarily as a result of the Suffolk Onshore Scheme, Richborough Energy Park developments (ID79, ID356, ID512) and the Land Adjacent to Southern Water Waste Water Treatment Site (ID141). The concentration of energy related development within this part of the Stour Marshes, whilst focused at Richborough Energy Park and therefore occupying the less sensitive part of LCA E1, would result in this small and peripheral part of LCA E1 becoming an energy focused landscape, rather than exhibiting characteristics of the wider marsh. The mitigation planting associated with the Kent Onshore Scheme
	Richborough Energy Park (ID79), Richborough Energy Park, battery storage scheme (ID356), Land Adjacent To Southern Water Waste Water Treatment Site (ID414), Weatherlees Hill Wastewater Treatment Works (ID415) and Richborough Energy Park (ID512)	The cumulative effect experienced at LCA E1 is unlikely to be any greater than the effects in isolation of the Kent Onshore Scheme at all project stages, when considering each cumulative development separately due to intervening mature woodland vegetation which creates separation and the concentration of the developments around Richborough Energy Park. However, the combined cumulative effect of all these cumulative developments and the Kent Onshore Scheme has the potential to result in a significant cumulative effect on LCA E1.	

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects with each of the other developments	Overall assessment of assessment of cumulative effects
			would provide some separation between the combined developments and the wider marsh landscape, thereby limiting the potential for cumulative significant effects to within the eastern periphery of LCA E1 at all stages (**significant**). The remaining part of LCA E1 would not experience significant total cumulative effects.
Representative Viewpoints	Manston Airport (ID10)	The cumulative effect experienced at shared representative viewpoints that are orientated with views incorporating the Manston Plateau, are unlikely to be any greater than the effects in isolation of the Kent Onshore Scheme at all project stages due to geographic separation distance and existing influence of development in the parts of the views affected. Those viewpoints orientated in a southerly direction (away from the Manston Plateau) would also experience no cumulative effect as Manston Airport would form no part of their view.	When considered together the total cumulative effects are unlikely to be any greater than the cumulative effects in isolation that were reported separately for each of the other developments. Not Significant at all project stages. Not Significant
	Stonelees Golf Course Expansion (ID30), Richborough Energy Park (ID79), Richborough Energy Park, battery storage scheme (ID356), Weatherlees Hill Wastewater Treatment Works (ID415) and	The cumulative effect experienced at shared representative viewpoints 1, 3, 8 and 9 is unlikely to be any greater than the effects in isolation of the Kent Onshore Scheme at all project stages due to intervening mature woodland vegetation and existing energy development creating separation and the proximity of both developments to Richborough Energy Park. From viewpoints 4, 5, 6, 10, 11 and 12 it is likely that the Kent	

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects with each of the other developments	Overall assessment of assessment of cumulative effects
	Land Adjacent To Southern Water Waste Water Treatment Site (ID414)	Onshore Scheme would screen the other developments from view.	
	Land On The West Side Of Tothill Street (ID329)	The cumulative effect experienced at shared representative viewpoint 12 is unlikely to be any greater than the effects in isolation of the Kent Onshore Scheme at all project stages due to geographic separation and the Land On The West Side Of Tothill Street is likely to largely screen views towards the Kent Onshore Scheme.	
	Goshall Valley East Street, Ash (ID372)	There would be no in combination cumulative effect at shared representative viewpoints 8 and 9 as the Kent Onshore Scheme and the other development occupy entirely different parts of the view and would not be viewed simultaneously. It is also unlikely that an in succession cumulative visual effect would occur due to the screening effects of intervening landform and vegetation.	
	Richborough Energy Park (ID512)	The cumulative effect experienced at shared representative viewpoints 1, 3, and 8 is unlikely to be any greater than the effects in isolation of the Kent Onshore Scheme at all project stages due to the intervening development and vegetation creating separation and the existing context of Richborough Energy Park.	

Table 13.13.39 Sequential cumulative visual assessment

Sequential Route	Cumulative Baseline Description	Cumulative Baseline Visibility			Summary of the assessment of Cumulative effects of Kent Onshore Scheme with the other developments	Overall assessment of cumulative effects with all projects
		Continuous	Frequent	Occasional		
A256	There would be almost continuous theoretical visibility of the Manston Airport development.			Manston Airport	The Kent Onshore Scheme would appear in combination with the Manston Airport development frequently along the A256. Typically, the Proposed Project and the Manston Airport development would be visible in succession however this would be experienced for a short period of the route due to the travelling speed of the receptors and this part of the route has existing influence and screening from Richborough Energy Park and associated development which serves to limit cumulative sequential effects on this rout It should also be noted that there would be certain angles where the Kent Onshore Scheme would partly screen views to Manston Airport, but this would be from a short section of the route.	No significant cumulative effects.

Sequential Route	Cumulative Baseline Description	Cumulative Baseline Visibility			Summary of the assessment of Cumulative effects of Kent Onshore Scheme with the other developments	Overall assessment of cumulative effects with all projects
		Continuous	Frequent	Occasional		
A299	There would be frequent theoretical visibility of the Manston Airport development from the A299.		Manston Airport		There would be frequent theoretical visibility of the Kent Onshore Scheme with Manston Airport from the A299. The Kent Onshore Scheme and the Manston Airport development would be theoretically visible in succession. However, there would be limited views towards the Kent Onshore Scheme as the corridor to the south of Manston Airport is mainly in-cutting and where there are pockets of views where the cutting becomes more at grade, such views would be fleeting when travelling at speed along the road corridor. This serves to limit cumulative sequential effects on this route.	No significant cumulative effects.
Stour Valley Walk	There would be almost continuous theoretical visibility of the Manston Airport development from the A256 between Minster, Cliffs End and Sandwich.	Manston Airport			There would be almost continuous theoretical visibility of the Kent Onshore Scheme with the Manston Airport development from the Stour Valley Walk. Dependent on the angle of the view, the Kent Onshore Scheme would either be	No significant cumulative effects.

Sequential Route	Cumulative Baseline Description	Cumulative Baseline Visibility			Summary of the assessment of Cumulative effects of Kent Onshore Scheme with the other developments	Overall assessment of cumulative effects with all projects
		Continuous	Frequent	Occasional		
					visible in combination or in succession with the Manston Airport development and for a short section of the route, the Proposed Project may partially screen views towards Manston Airport. Theoretical views of the Kent Onshore Scheme do not introduce additional areas of visibility between the almost continuous theoretical visibility of Manston Airport and would typically slightly increase the proportion of the view affected due to the distance of the receptors along the Stour Valley Walk. Views towards the Kent Onshore Scheme from the Stour Valley Walk are limited due to intervening vegetation and distance, which serves to limit cumulative sequential effects on this route.	
England Coast Path	There would be almost continuous theoretical visibility of the Manston	Manston Airport			There would be almost continuous theoretical visibility of the Kent Onshore Scheme with the Manston Airport development from the	No significant cumulative effects.

Sequential Route	Cumulative Baseline Description	Cumulative Baseline Visibility			Summary of the assessment of Cumulative effects of Kent Onshore Scheme with the other developments	Overall assessment of cumulative effects with all projects
		Continuous	Frequent	Occasional		
	Airport development from the England Coast Path.				England Coast Path. The Kent Onshore Scheme would be visible in succession with the Manston Airport development apart from very short sections of the route. Theoretical views of the Kent Onshore Scheme do not introduce additional areas of visibility between the almost continuous theoretical visibility of Manston Airport and would typically slightly increase the proportion of the view affected due to the distance of the receptors along the England Coast Path. Views towards the Kent Onshore Scheme from the England Coast Path are limited due to intervening vegetation, built form and distance, which serves to limit cumulative sequential effects on this route.	
Saxon Shore Way	There would be almost continuous theoretical visibility of the Manston Airport development from the Saxon Shore Way.	Manston Airport			There would be almost continuous theoretical visibility of the Kent Onshore Scheme with the Manston Airport development from the Saxon Shore Way to the west of	No significant cumulative effects.

Sequential Route	Cumulative Baseline Description	Cumulative Baseline Visibility			Summary of the assessment of Cumulative effects of Kent Onshore Scheme with the other developments	Overall assessment of cumulative effects with all projects
		Continuous	Frequent	Occasional		
					Richborough Energy Park. Dependent on the angle of the view, the Kent Onshore Scheme would either be visible in combination or in succession with the Manston Airport development and for a short section of the route, the Kent Onshore Scheme may partially screen views towards Manston Airport. Theoretical views of the Kent Onshore Scheme do not introduce additional areas of visibility between the almost continuous theoretical visibility of Manston Airport and would typically slightly increase the proportion of the view affected due to the distance of the receptors along the Saxon Shore Way. Overall, there would be a slight intensification and extension of effects on visual amenity of users of the Saxon Shore Way to the west of Richborough Energy Park where there is combined theoretical visibility between the Kent Onshore Scheme and	

Sequential Route	Cumulative Baseline Description	Cumulative Baseline Visibility			Summary of the assessment of Cumulative effects of Kent Onshore Scheme with the other developments	Overall assessment of cumulative effects with all projects
		Continuous	Frequent	Occasional		
					Manston Airport both in combination and succession.	
NCN routes 1 and 15	There would be almost continuous theoretical visibility of the Manston Airport development from the NCN to the south of Ebbsfleet Roundabout and frequent views to the north of Ebbsfleet roundabout.		Manston Airport		The Kent Onshore Scheme would appear in combination with the Manston Airport development almost continuously to the south of Ebbsfleet Roundabout and frequently to the north of Ebbsfleet roundabout. Dependent on the angle of the view, the Kent Onshore Scheme would either be visible in combination or in succession with the Manston Airport development and for a short section of the route, the Kent Onshore Scheme may partially screen views towards Manston Airport. The Kent Onshore Scheme would introduce additional areas of visibility in between the frequent visibility of the combined view of the Kent Onshore Scheme and Manston Airport to the north of Ebbsfleet roundabout. However, from this section of the route, and	No significant cumulative effects.

Sequential Route	Cumulative Baseline Description	Cumulative Baseline Visibility			Summary of the assessment of Cumulative effects of Kent Onshore Scheme with the other developments	Overall assessment of cumulative effects with all projects
		Continuous	Frequent	Occasional		
					to the south of the Ebbsfleet roundabout, there would be limited views towards the Kent Onshore Scheme due to intervening vegetation and built form, which would serve to limit cumulative sequential effects.	
Railway Line (Sandwich to Minster and Ramsgate to Canterbury routes)	There would be frequent theoretical visibility of the Manston Airport development from the railway line.		Manston Airport		The Kent Onshore Scheme would appear in combination with the Manston Airport development for frequent sections from the railway line. Dependent on the angle of the view, the Kent Onshore Scheme would either be visible in combination or in succession with the Manston Airport development and for a short section of the route, the Kent Onshore Scheme may partially screen views towards Manston Airport. The Kent Onshore Scheme would introduce additional areas of visibility in between the frequent visibility of he combined view of the Kent Onshore Scheme and Manston Airport and views of Manston	No significant cumulative effects.

Sequential Route	Cumulative Baseline Description	Cumulative Baseline Visibility			Summary of the assessment of Cumulative effects of Kent Onshore Scheme with the other developments	Overall assessment of cumulative effects with all projects
		Continuous	Frequent	Occasional		
					Airport only. This would result in the intensification and extension of effects on visual amenity of users along the railway line, albeit at speed and typically with intervening vegetation which would serve to limit cumulative sequential effects where outward views are screened.	
PRoW within the Study Area	There would be frequent theoretical visibility of the Manston Airport development from the PRoWs across the Study Area.		Manston Airport		The Kent Onshore Scheme would appear in combination with the Manston Airport development for frequent sections of PRoW within the Study Area. Typically, the Kent Onshore Scheme and Manston Airport would be seen in succession. There would be limited instances where the Kent Onshore Scheme would introduce additional areas of visibility, except from a few sections of PRoW to the west of Minster. Whilst there would be a slight intensification and extension of effects on visual amenity of PRoW users within the Study Area, these would be most notable in	No significant cumulative effects.

Sequential Route	Cumulative Baseline Description	Cumulative Baseline Visibility			Summary of the assessment of Cumulative effects of Kent Onshore Scheme with the other developments	Overall assessment of cumulative effects with all projects
		Continuous	Frequent	Occasional		
					closer proximity to the Kent Onshore Scheme and Manston Airport where the proportion of the view occupied by both developments would be larger. The situations where this would exist are limited such that this would serve to limit the potential for significant cumulative sequential effects on the PRoW network	

Ecology and Biodiversity

Table 13.40 Assessment of total cumulative effects for Ecology and Biodiversity

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects with each of the other developments	Overall assessment of assessment of cumulative effects
Thanet Coast & Sandwich Bay SPA	Manston Airport (ID10) Residential Development, Canterbury Road, Ramsgate (ID17)	Potential for effects on golden plover associated with Thanet Coast & Sandwich Bay SPA, which according to Natural England guidance can be affected by development within 5 km from the SPAs for which they are designated.	No total cumulative effects anticipated - **Not Significant**

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects with each of the other developments	Overall assessment of assessment of cumulative effects
	Stonelees Golf Course Expansion (ID30) Goshall Valley East Street, Ash (ID 372) Land On The North East Side Of Nash Road (ID 398) Land North and East of Canterbury Road (ID 441) Land South of Westgate and Garlinge (ID 443) Land On South Side Of Manston Court Road And West Side Of Haine Road (ID 447) Land On The North West And South East Sides Of Shottendane Road (ID 449) Spitfire Green (ID 511)	The Kent Onshore Scheme will result in the permanent loss of functionally linked land for SPA golden plover due to the Minster Converter Station and Substation. Wintering bird surveys undertaken for the Proposed Project have identified that the area supports more than 1% of the SPA population of golden plover. While this may not be a significant proportion of the SPA population in itself, it does mean that when considered cumulatively with losses from other developments it requires mitigation. Mitigation for the Kent Onshore Scheme will take the form of managing approximately 10 ha of off-site arable land in a way that is favourable to wintering golden plovers. This is detailed in **Application Document 7.5.7.2 Landscape and Ecological Management Plan – Kent**. This will address the contribution of the Kent Onshore Scheme to any total cumulative effects.	
Sandwich Bay to Hacklinge Marshes SSSI	Land Adjacent To Southern Water Waste Water Treatment Site (ID414) Richborough Energy Park (ID512)	Land Adjacent to Southern Water Waste Water Treatment Site was consented in 2023. The Proposed Project is unlikely to commence construction until autumn 2026. It is therefore unlikely the construction of these two projects will overlap. Therefore cumulative effects are unlikely despite proximity. The Kent Onshore Scheme includes mitigation for noise impacts on the SSSI through a combination of use of standard noise fencing and a restriction on the noisiest works (site preparation and platform construction for the Minster Converter Station and Substation, and the section of permanent access road north of the SSSI) to occur	No total cumulative effects anticipated - **Not Significant**

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects with each of the other developments	Overall assessment of assessment of cumulative effects
		outside the nesting season. This is detailed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments**	
	Weatherlees Hill Wastewater Treatment Works (ID 415) Richborough Energy Park (ID512)	Potential for noise impacts on same area of Sandwich Bay to Hackling Marshes SSSI (Weatherlees Hill) as the Kent Onshore Scheme if construction occurred simultaneously. Very little is known about either proposal but there is potential for cumulative noise impacts if works were undertaken simultaneously. Since there is no live planning application it is not possible to do a detailed assessment. It will therefore be incumbent on the applicant for Weatherlees Hill Wastewater Treatment Works and Richborough Energy Park (ID512) to model cumulative noise impacts and address them. The Kent Onshore Scheme includes mitigation for noise impacts on the SSSI through a combination of use of standard noise fencing and a restriction on the noisiest works (site preparation and platform construction for the Minster Converter Station and Substation, and the section of permanent access road north of the SSSI) to occur outside the nesting season. This is detailed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments**.	No cumulative effects anticipated based on information available . **Not significant**
Skylarks	Land On The West Side Of Tothill Street	The Kent Onshore Scheme will result in loss of skylark nesting habitat due to Minster Converter Station and Substation. Land on the West Side of Tothill Street will also result in loss of habitat associated with 2 skylark territories. The Kent Onshore Scheme will address loss of skylark nesting habitat by enhancing 10 ha of arable land off-site by delivering skylark plots and/or spring cereals, secured for the lifetime of the	No total cumulative effects anticipated - **Not Significant**

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects with each of the other developments	Overall assessment of assessment of cumulative effects
		converter station. This will address the contribution of the Kent Onshore Scheme to cumulative effects. This is set out in **Application Document 7.5.7.2 Landscape and Ecological Management Plan – Kent**.	
Other local wildlife	Manston Airport (ID10) Residential Development, Canterbury Road, Ramsgate (ID17) Stonelees Golf Course Expansion (ID30) Goshall Valley East Street, Ash (ID 372) Land On The North East Side Of Nash Road (ID 398) Land North and East of Canterbury Road (ID 441) Land South of Westgate and Garlinge (ID 443) Land On South Side Of Manston Court Road And West Side Of Haine Road (ID 447) Land On The North West And South East Sides Of Shottendane Road (ID 449) Spitfire Green (ID 511)	All of these projects lie sufficiently close to the Kent Onshore Scheme, and will occur over a sufficiently similar timetable, that cumulative disturbance or habitat loss impacts could arise on wildlife local to the Scheme, such as bats, water voles and breeding birds. Disruption of bat commuting and other wildlife connectivity through breaks in hedgerows and ditches may arise. Short to medium-term habitat loss will arise through removal of grassland, woodland and hedgerow and ditch habitat for temporary construction and permanent gaps in hedgerows and culverts on ditches for permanent access. However, for the Kent Onshore Scheme temporary gaps in hedgerows will be closed to a maximum of 10m at night through use of hurdles, and culverts on ditches will be designed to allow the passage of fish and riparian wildlife, while in the long-term, habitat creation around the Minster Converter Station and Substation mean that there will be a net increase in woodland, wetland, grassland and hedgerow due to the Kent Onshore Scheme	No total cumulative effects anticipated - **Not Significant**

Table 13.41 Assessment of total cumulative effects for Cultural Heritage

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects with each of the other developments	Overall assessment of assessment of cumulative effects
Physical effects on non-designated assets	Richborough Energy Park (ID79) Land Adjacent to Southern Water Waste Water Treatment Site (ID414) Weatherlees Hill Wastewater Treatment Works (ID415) Richborough Energy Park (ID79)	While a number of non-designated assets fall within the Proposed Developments as well as adjacent developments examined as part of the Cumulative Assessment, impacts should be mitigate through standard measures such as archaeological excavation, recording, and publication. Furthermore, the developments are unlikely to result to the total loss of the non-designated assets due to the size of the assets.	No total cumulative effects anticipated - **Not Significant**
Richborough Saxon Shore Fort, Roman Port, and Associated Remain (NHLE 1014642)	Richborough Energy Park (ID79) Richborough Energy Park BESS (ID79)	There is limited potential for a cumulative significant effect on the setting of the Richborough Fort complex. This is due to the proposed developments being some distance away from the Fort, as well as aspects such as existing screening from both mature woodland and the built environment. The setting of the fort was originally defined by its position on an island within the Wantsum Channel, and later as a prominent feature overlooking the Wantsum Channel and coastline. Due to land reclamation in the area, the original setting of the Fort has been lost. However, the agricultural land and water course that immediately surrounds the Fort do provide a buffer that helps represent the original setting of the Fort, and as the schemes examined as part of the cumulative assessment do not encroach on this area, the setting of the Fort will not be impacted.	No total cumulative effects anticipated - **Not Significant**

Water

13.3.4 No assessment of total effects is required as only one other development was taken through to Stage 4.

Agriculture and Soils

Table 13.42 Assessment of total cumulative effects for Agriculture and Soils

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects with each of the other developments	Overall assessment of assessment of cumulative effects
Best and Most Versatile (BMV) land	Residential Development, Hoo Farm (ID44)	Combined loss of temporary disturbance to soils and temporary and permanent loss of BMV land considered likely to result in a significant cumulative effect based on the information available to date.	**Significant**
	Richborough Energy Park (ID79)		
	Land On The West Side Of Tothill Street (ID329)		
	Goshall Valley East Street, Ash (ID372)		
	Spitfire Green (ID511)		

Table 13.13.43 Assessment of total cumulative effects for Traffic and Transport

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects with each of the other developments	Overall assessment of assessment of cumulative effects
A299 Hengist Way (between the Monkton and Minster Roundabouts) (K-RL1)	Confirmed: Manston Airport (ID10) Possible: Land on the west side of Tothill Street (ID329) Land To The East Side Of Preston Road And South Of Manston Court Road (ID365) Land To The East Of New Haine Road (ID 366) Land On The North East Side Of Nash Road (ID 398) Land North And East Of Canterbury Road (ID 441)	No significant cumulative effects are expected when considering each development in isolation with the Kent Onshore Scheme. •	Road Safety: The potential cumulative impact of all schemes is assessed to be Moderate/ Major. However, given that the effect of each individual development is either screened out or negligible/ minor, and that the peak construction phases for each scheme (where applicable) are unlikely to fully overlap, it is considered likely that the overall cumulative effect would be **not significant**.

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects with each of the other developments	Overall assessment of assessment of cumulative effects
	Land South Of Westgate And Garlinge (ID 443) Land On South Side Of Manston Court Road And West Side Of Haine Road (id 447) Land On The North West And South East Sides Of Shottendane Road (ID 449) Spitfire Green (Land At New Haine ROAD) (ID 511).		
A299/A253/Willetts Hill (Monkton) Roundabout (K-RJ1)	Confirmed: Manston Airport (ID10) Possible: Land on the west side of Tothill Street (ID329) Land To The East Side Of Preston Road And South Of Manston Court Road (ID365) Land To The East Of New Haine Road (ID 366)	No significant cumulative effects are expected when considering each development in isolation with the Kent Onshore Scheme. •	Road Safety: The potential cumulative impact of all schemes is assessed to be Moderate/ Major. However, given that the effect of each individual development is either screened out or negligible/ minor, and that the peak construction phases for each scheme (where applicable) are unlikely to fully overlap, it is considered likely that the overall cumulative effect would be **not significant**.

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects with each of the other developments	Overall assessment of assessment of cumulative effects
	Land On The North East Side Of Nash Road (ID 398) Land North And East Of Canterbury Road (ID 441) Land South Of Westgate And Garlinge (ID 443) Land On South Side Of Manston Court Road And West Side Of Haine Road (id 447) Land On The North West And South East Sides Of Shottendane Road (ID 449)		
A299/B2190/Tothill Street (Minster) Roundabout (K-RJ2)	Confirmed: Manston Airport (ID10) Possible: Land on the west side of Tothill Street (ID329) Land To The East Side Of Preston Road And South Of Manston Court Road (ID365)	No significant cumulative effects are expected when considering each development in isolation with the Kent Onshore Scheme. •	Severance and Pedestrian Delay: The potential cumulative impact of all schemes is assessed to be Minor / Moderate. Given that the effect of each individual development is either screened out or negligible/ minor, and that the peak construction phases for each scheme (where applicable) are unlikely to fully overlap, it is considered likely that the overall cumulative effect would be **not significant**. Road Safety:

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects with each of the other developments	Overall assessment of assessment of cumulative effects
	Land To The East Of New Haine Road (ID 366) Land On The North East Side Of Nash Road (ID 398) Land North And East Of Canterbury Road (ID 441) Land South Of Westgate And Garlinge (ID 443) Land On South Side Of Manston Court Road And West Side Of Haine Road (id 447) Land On The North West And South East Sides Of Shottendane Road (ID 449) Spitfire Green (Land At New Haine Road) (ID 511)		The potential cumulative impact of all schemes is assessed to be Minor / Moderate. However, given that the effect of each individual development is either screened out or negligible/ minor, and that the peak construction phases for each scheme (where applicable) are unlikely to fully overlap, it is considered likely that the overall cumulative effect would be **not significant**.
A299/A256/Cottington Link Road (Sevenscore) Roundabout (K-RJ4)	Confirmed: Manston Airport (ID10) Possible: Land on the west side of Tothill Street (ID329)	No significant cumulative effects are expected when considering each development in isolation with the Kent Onshore Scheme.	Road Safety: The potential cumulative impact of all schemes is assessed to be Minor / Moderate. Given that the effect of each individual development is either screened out or negligible/ minor, and that the peak construction phases for each scheme

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects with each of the other developments	Overall assessment of assessment of cumulative effects
	Land To The East Side Of Preston Road And South Of Manston Court Road (ID365) Land To The East Of New Haine Road (ID 366) Land On The North East Side Of Nash Road (ID 398) Land North And East Of Canterbury Road (ID 441) Land South Of Westgate And Garlinge (ID 443) Land On South Side Of Manston Court Road And West Side Of Haine Road (id 447) Land On The North West And South East Sides Of Shottendane Road (ID 449) Spitfire Green (Land At New Haine Road) (ID 511)		(where applicable) are unlikely to fully overlap, it is considered likely that the overall cumulative effect would be **not significant**.

Air Quality

13.3.5 There were no air quality effects carried through to stage 4 of the assessment for any of the other developments.

Noise and Vibration

Table 13.44 Assessment of total cumulative effects for Noise and Vibration

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects with each of the other developments	Overall assessment of assessment of cumulative effects
NSR located within the study of both the Proposed Project and other developments.	Manston Airport (ID10)	Construction traffic noise effects are likely to remain negligible on all proposed construction traffic routes. Significant cumulative effects are therefore not expected.	No significant cumulative effects.
	Stonelees Golf Course Expansion (ID30)	Construction noise effects are likely to remain minor at all shared receptors, particularly with the use of best practicable means (BPM) to reduce impacts. Significant cumulative effects are therefore not expected.	
	Richborough Energy Park (ID79)	Negligible to minor effects are expected at all nearby NSR where appropriate noise mitigation measures are incorporated into the design. Significant cumulative effects are therefore not expected.	
	Richborough Energy Park battery storage scheme (ID356)	Negligible to minor effects are expected at all nearby NSR where appropriate noise mitigation measures are incorporated into the design. Significant cumulative effects are therefore not expected.	
	Land Adjacent To Southern Water Waste	Construction noise effects are likely to remain minor at all shared receptors, particularly with the use of	

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects with each of the other developments	Overall assessment of assessment of cumulative effects
	Water Treatment Site (ID414)	best practicable means (BPM) to reduce impacts. Significant cumulative effects are therefore not expected.	
	Weatherlees Hill Wastewater Treatment Works (ID415)	Construction noise effects are likely to remain minor at all shared receptors, particularly with the use of best practicable means (BPM) to reduce impacts. Significant cumulative effects are therefore not expected.	
	Richborough Energy Park (ID512)	Negligible to minor effects are expected at all nearby NSR where appropriate noise mitigation measures are incorporated into the design. Significant cumulative effects are therefore not expected.	

Socio-economics, Recreation and Tourism

Table 13.45 Assessment of total cumulative effects for Socio-economics, Recreation and Tourism

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects with each of the other developments	Overall assessment of assessment of cumulative effects
Construction workforce	Manston Airport (ID10)	The construction employment generated by Manston Airport in combination with the Proposed Project is likely to provide an uplift in employment opportunities and will represent beneficial effect. However, considering the limited amount of construction employment generated by the Kent Onshore Scheme, there is unlikely to be a	No significant cumulative effects.

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects with each of the other developments	Overall assessment of assessment of cumulative effects
		significant cumulative effect on socio-economics, recreation and tourism based on the currently available information.	
Gross Value Added (GVA)	Manston Airport (ID10)	The construction employment generated Manston Airport in combination with the Proposed Project is likely to generate local spending in terms of businesses, supply chain and wages. However, considering the limited amount of construction employment generated by the Kent Onshore Scheme, there is unlikely to be a significant cumulative effect on socio-economics, recreation and tourism based on the currently available information.	No significant cumulative effects
Local communities impacted by severance	Manston Airport (ID10)	As set out by Traffic and Transport, the cumulative effects on severance arising from the Manston Airport development are unlikely to be significant. Furthermore, due to the size, nature and temporal scope of the other relevant developments, there are unlikely to be any significant cumulative effects on local communities arising from increased severance.	No significant cumulative effects
	Stonelees Golf Course (ID30)		
	Richborough Energy Park (ID79)		
	Richborough Energy Park (ID356)		
	Land Adjacent to Southern Water Waste Water Treatment Site (ID414)		
	Weatherlees Hill Wastewater Treatment Works (ID415)		

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects with each of the other developments	Overall assessment of assessment of cumulative effects
	Richborough Energy Park (ID512)		
Residential properties, business premises, visitor attractions, community facilities, open space, development land and PRoW and recreational routes	Manston Airport (ID10)	No significant cumulative effects are identified for any of the relevant developments in isolation with the Kent Onshore Scheme. Although the schemes listed share a number of receptors, due to the size, nature and temporal scope of the relevant developments, there are unlikely to be any significant cumulative effects on residential properties, business premises, visitor attractions, community facilities, open space, development land and PRoW and recreational routes.	No significant cumulative effects
	Stonelees Golf Course (ID30)		
	Richborough Energy Park (ID79)		
	Land Adjacent to Southern Water Waste Water Treatment Site (ID414)		
	Weatherlees Hill Wastewater Treatment Works (ID415)		
	Richborough Energy Park (ID512)		

Table 13.46 Assessment of total cumulative effects for Health and Wellbeing

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects with each of the other developments	Overall assessment of assessment of cumulative effects
Human health and wellbeing receptors within the study areas of both the Proposed Project and other developments.	Manston Airport (ID10) Stonelees Golf Course Expansion (ID30) Richborough Energy Park (ID79) Land On The West Side Of Tothill Street (ID329) Richborough Energy Park, battery storage scheme (ID356) Land To The East Side Of Preston Road (ID365) Land To The East Of New Haine Road (ID366) Goshall Valley East Street, Ash (ID372)	No significant cumulative effects	No significant cumulative effects There are unlikely to be significant cumulative effects on health and wellbeing, given that there are no significant effects identified for other environmental aspects of relevance to health and wellbeing, including, landscape and visual, traffic and transport, noise and vibration, and socio-economics, recreation and tourism. Specifically, this includes no anticipated significant adverse effects in relation to mental health due to community severance, reduced visual amenity, disturbance from noise impacts, nor to physical health outcomes such as levels of physical activity or respiratory health. This assessment includes consideration of vulnerable groups, such as children, the elderly, and individuals with pre-existing health conditions.

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects with each of the other developments	Overall assessment of assessment of cumulative effects
	Land On The North East Side Of Nash Road (ID398)		
	Land Adjacent To Southern Water Waste Water Treatment Site (ID414)		
	Weatherlees Hill Wastewater Treatment Works (ID415)		
	Land North And East Of Canterbury Road (ID441)		
	Land South Of Westgate And Garlinge Description (ID443)		
	Land On South Side Of Manston Court Road And West Side Of Haine Road (ID447)		
	Land On The North West And South East Sides Of Shottendane Road (ID449)		
	Spitfire Green (ID511)		

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects with each of the other developments	Overall assessment of assessment of cumulative effects
	Richborough Energy Park (ID512)		
	Connaught Barracks (ID518)		

13.4 Summary of Total Cumulative Effects

Landscape and Visual

13.4.1 In summary, no significant cumulative effects on landscape and visual receptors are expected from the combined effects of each development in isolation. However, when considering the total potential cumulative effect of all the other developments combined with the Kent Onshore Scheme, there is the potential for a significant total cumulative effect on LCA E1 Stour Marshes.

13.4.2 The concentration of energy related development close to and within Richborough Energy Park, whilst occupying the less sensitive part of LCA E1, would have the potential to result in a small and peripheral part of LCA E1 becoming an energy-focused landscape, rather than exhibiting characteristics of the wider marsh. The mitigation planting associated with the Kent Onshore Scheme would provide some separation between the combined developments and the wider marsh landscape, thereby limiting the potential for cumulative significant effects to within the eastern periphery of LCA E1 at all stages. The remaining part of LCA E1 would not experience significant total cumulative effects.

Ecology and Biodiversity

13.4.3 The Kent Onshore Scheme will result in the permanent loss of functionally linked land (within 5 km from the SPAs) for golden plover associated with Thanet Coast & Sandwich Bay SPA/Ramsar site due to the Minster Converter Station and Substation. Wintering bird surveys undertaken for the Proposed Project have identified that the area supports more than 1% of the SPA population of golden plover.

13.4.4 Mitigation for the contribution of the Kent Onshore Scheme for loss of functionally linked land associated with the SPA/Ramsar will take the form of managing approximately 10ha of off-site arable land in a way that is favourable to wintering golden plovers. This is set out in **Application Document 7.5.7.2 Landscape and Ecological Management Plan – Kent.** This will address the contribution of the Kent Onshore Scheme to cumulative effects.

13.4.5 The Kent Onshore Scheme includes mitigation for noise impacts on the Sandwich Bay to Hacklinge Marshes SSSI through a combination of use of standard noise fencing and a restriction on the noisiest works (site preparation and platform construction for the Minster Converter Station and Substation, and the section of permanent access road north of the SSSI) to occur outside the nesting season. This is secured through **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments**.There will be loss of skylark nesting habitat due to Minster Converter Station and Substation. Land on the West Side of Tothill Street will also result in loss of habitat associated with 2 skylark territories. The Kent Onshore Scheme will deliver mitigation for its contribution to the loss of skylark nesting habitat by enhancing 10ha of arable land off-site by delivering skylark plots and/or spring cereals, secured for the lifetime of the converter station. This is set out in **Application Document 7.5.7.2 Landscape and Ecological Management Plan – Kent**.

Agriculture and Soils

13.4.6 There is a likely significant cumulative effect in relation to soils and best and most versatile (BMV) land as a result of the temporary disturbance and the temporary and

permanent loss of BMV land associated with each of the other developments in isolation and when combined.

13.4.7 However, there is no additional mitigation available in relation to the permanent loss of BMV land to that presented in **Application Document 7.5.10.2 Outline Soil Management Plan- Kent**, and **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**.

Traffic and Transport

13.4.8 In summary, based on the inter-project cumulative effects indicative screening matrix, no significant cumulative effects on traffic and transport are expected as a result of construction traffic associated with the Kent Onshore Scheme when combined with construction/ operational traffic associated with each of the other developments in isolation. In addition, no significant cumulative effects are expected when considering construction/ operational traffic associated with all committed developments combined on the same basis. It should also be noted that no cumulative impacts are expected on the walking and cycling network (including PRoW) as a result of these committed developments due to their location.

13.4.9 In view of the above, no additional mitigation is expected to be required to that already outlined within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent (Outline CTMTP – Kent)** and **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent (Outline PRoWMP – Kent)**.

Air Quality

13.4.10 Although several projects were within the ZOI for cumulative air quality effects, the fact that the Proposed Project reported only negligible effects means that air quality was not carried forward to Stage 4.

Noise and Vibration

13.4.11 In summary, based on the inter-project cumulative effects indicative screening matrix, no significant cumulative effects from noise and vibration are expected as a result of the construction, including construction traffic, or operation of the Kent Onshore Scheme, taking account of the mitigation outlined in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** and **Application Document 7.5.8.2 Outline Construction Noise and Vibration Management Plan – Kent**, when combined with the noise and vibration effects associated with each of the other developments in isolation. In addition, no significant cumulative effects are expected when considering construction or operational noise and vibration associated with all committed developments combined.

13.4.12 The preliminary assessment of total cumulative effects for noise and vibration has not identified any significant cumulative effects.

Socio-economics, Recreation and Tourism

13.4.13 The assessment of total cumulative effects for socio-economics, recreation and tourism has identified that there is the potential for seven other developments to result in cumulative impacts upon shared socio-economic, recreation and tourism receptors.

13.4.14 No significant cumulative effects on socio-economics, recreation and tourism are expected as a result of the Kent Onshore Scheme in combination with each of the other developments in isolation. In addition, no significant effects are expected when considering the impacts of the cumulative schemes in aggregation and in combination with the Proposed Project.

Health and Wellbeing

13.4.15 In summary, based on the inter-project cumulative effects indicative screening matrix, no significant cumulative effects on health and wellbeing are expected from the combined effects of each development in isolation.

13.4.16 The health and wellbeing CEA draws upon the conclusions of other relevant environmental aspects, including landscape and visual, traffic and transport, noise and vibration, socio-economics, recreation, and tourism, whereby no significant effects were identified within the respective CEAs of these relevant environmental disciplines. Therefore, the health and wellbeing CEA includes no anticipated significant adverse effects on mental health due to community severance, reduced visual amenity, noise disturbance, or physical health outcomes such as levels of physical activity or respiratory health. This assessment also considers vulnerable groups, such as children, the elderly, and individuals with pre-existing health conditions. In conclusion, the overall assessment of cumulative effects has been assessed as ‘not significant’.

13.5 References

Planning Inspectorate. (2024, September). *Nationally Significant Infrastructure Projects: Advice on Cumulaitve Effects Assessment*. Retrieved from www.gov.uk.

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